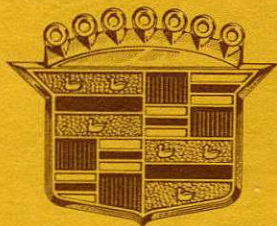




1975

Cadillac
OWNER'S MANUAL

IMPORTANT OPERATING, SAFETY AND MAINTENANCE INSTRUCTIONS



FOR CONTINUING SATISFACTION, KEEP YOUR GM CAR ALL GM. GENERAL MOTORS PARTS ARE IDENTIFIED BY ONE OF THESE TRADEMARKS.



A WORD TO CADILLAC OWNERS

This manual has been prepared to acquaint you with the operation and maintenance of your 1975 Cadillac, and to provide important safety information. It is supplemented by two convenient folders which provide additional information on vehicle maintenance and warranties. We urge you to read these publications carefully and follow the recommendations to help assure the most enjoyable and trouble free operation of your vehicle.

"NOTE TO CANADIAN OWNERS:

If preferred, a French Owner's Manual can be obtained from either your Dealer or by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario. L1J 5Z6."

Aux propriétaires canadiens

On peut se procurer un exemplaire de ce Guide en français auprès du concessionnaire ou du service des relations avec la clientèle, General Motors of Canada Limited, Oshawa, Ontario L1J 5Z6.

When it comes to service, remember that your Cadillac dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Cadillac maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section 6 of this manual under the heading, "Owner Assistance".

We would like to take this opportunity to thank you for choosing a Cadillac product -- and assure you of our continuing interest in your motoring pleasure and satisfaction.

Cadillac Motor Car Division

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1975 CADILLAC OWNER'S MANUAL

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

Applicable to CALIFORNIA Sales Only:

This vehicle as delivered by GM Cadillac Motor Car Division is equipped with a bumper energy absorption system meeting California S.B. 42 (1971) as set forth in Sec. 34715 Vehicle Code.

Applicable to FLORIDA Sales Only:

This vehicle as delivered by GM Cadillac Motor Car Division is equipped with a bumper energy absorption system meeting section 501.125, Florida Statutes, as amended June 10, 1971.

For vehicles sold in Canada, substitute the name General Motors of Canada Limited, wherever the name Cadillac Motor Car Division appears in this manual.

SERVICE DEPARTMENT
CADILLAC MOTOR CAR DIVISION
General Motors Corporation
Detroit, Michigan 48232

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IMPORTANT FACTS YOU SHOULD KNOW ABOUT GASOLINE MILEAGE AND HOW TO IMPROVE IT

How you drive, where you drive, and when you drive all have an effect on how many miles you can get from a gallon of gasoline. The careful attention you give your car as far as maintenance and repairs are concerned will also contribute importantly to fuel economy.

Fuel Selection

Your vehicle is designed to operate only on unleaded gasoline of at least 91 Research Octane. The gasoline should also have a Motor Octane of at least



$$\frac{R+M}{2} = 87$$

(UNLEADED)

FIG. 1-1: UNLEADED FUEL OCTANE IDENTIFICATION

83. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark plug fouling. The use of leaded gasoline can severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

If the service station gasoline pump has a symbol similar to that in Fig. 1-1, use *unleaded* gasoline with a symbol number of 2. If the pump has a label indicating gasoline octane in terms of the average of Research and Motor Octane [$\frac{R+M}{2}$] as shown in Fig. 1-1, use unleaded gasoline with a number of at least 87.

"Jackrabbit" Starts

Gasoline can be conserved (and engine and tire life prolonged) by avoiding unnecessarily rapid acceleration away from lights and stop signs.

Stop-And-Start Driving

Frequent stops and starts during a trip really cut down on your miles per gallon. Plan even your short shopping trips to take advantage of through streets to avoid traffic lights. Pace your driving like the professional drivers to avoid unnecessary stops.

IMPORTANT FACTS YOU SHOULD KNOW ABOUT GASOLINE MILEAGE AND HOW TO IMPROVE IT

Excessive Idling

An idling engine uses gasoline, too. If you're faced with more than a few minutes wait and you're not in traffic, it may be better to "turn off" and start again later.

Sudden Stops

Sudden stops themselves don't waste gasoline, but energy is wasted as heat in braking. Energy in the form of gasoline is also needed to accelerate back to driving speed.

Lubricants

A properly lubricated vehicle means less friction between moving parts. Consult this manual and the maintenance schedule for the proper lubricants to use and the lubrication intervals.

Air Cleaner

Your car receives its power from a mixture of gasoline and air. The air is taken into the system through the air cleaner so it's important to replace the air cleaner at required intervals. A dirty air cleaner reduces engine efficiency.

Properly Tuned Engine

Overall tuning (a check on timing, spark plugs, emission control device, etc.) can improve your car's gas mileage. You just can't expect an "out-of-tune" engine to give you good gas mileage and cleaner air.

Excess Weight

Fuel economy is related to the work the engine must do. The heavier the load, the more power it takes. Keep excess weight to a minimum by removing any personal effects or luggage from the car or trunk when they are not needed.

Tire Inflation

Under inflation not only causes needless wear of the tires, but can also waste gasoline. It's a good idea to check tire pressures regularly.

Wheel Alignment

Incorrect "toe in" or "toe out" has the effect of dragging your front tires sideways and causes premature tire wear. It takes power to carry this extra load and that takes gas from your tank.



SECTION 1

BEFORE DRIVING YOUR CADILLAC

Instructions and suggestions on proper operation and care are contained in this Owner's Manual. Please refer to it as frequently as needed to help maintain the performance of your Cadillac.

For convenient Owner's Manual storage, use the special pocket in the left hand side of the glove compartment door. The vinyl case is a convenient container for the other booklets, folders, and papers that pertain to your Cadillac.

Driver Checklist

BEFORE ENTERING CAR

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires.
3. Check that area to rear is clear if about to back up.

BEFORE DRIVING OFF

1. Lock all doors.
2. Position seat and adjust head restraints.
3. Adjust inside and outside mirrors.
4. Fasten belt restraints.
5. Check that "GENERATOR" and "STOP ENGINE OIL PRESSURE" warning bulbs light when key is turned to start position.
6. Be sure you understand your car and how to operate it safely.

Keys

Two or more separate keys, Fig. 1-2, are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks.

- KEY WITH SQUARE HEAD (STAMPED "A") — for ignition switch only.

- KEY WITH OVAL HEAD (STAMPED "B") — for door locks, glove compartment and trunk locks.
- KEY WITH NOTCHED OVAL HEAD (STAMPED "B") — for console lock on Talisman models; or right rear door lock on Fleetwood Seventy-Five Limousines.

The code number of each key is stamped on the "knock out" plug in the key head. Your Cadillac Dealer removed these plugs and placed them with the spare set of keys in the special key envelope that was given to you at time of delivery.

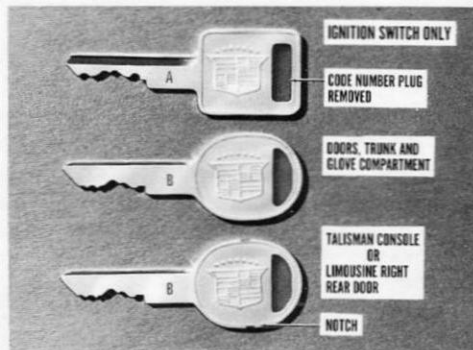


FIG. 1-2: 1975 CADILLAC KEYS

For Your protection:

- Record the numbers on the key envelope and discard the key plugs.
- Keep the key envelope in a safe place such as your wallet, NOT IN THE CAR.

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

Glove Compartment

BE SURE TO LOCK THE GLOVE COMPARTMENT OR CONSOLE COMPARTMENT AND REMOVE THE KEY FROM THE CAR WHENEVER IT IS NECESSARY TO LEAVE THE IGNITION KEY WITH AN ATTENDANT.

- To unlock: insert oval head key and rotate one-quarter turn clockwise to the unlocked position. An additional quarter turn opens the door.
- To lock: insert key and rotate fully counter-clockwise.
- Key may be removed in either locked or unlocked position.

Front Console

Talisman models are equipped with a console for the front seat passengers, Fig. 1-3. The

console lock is operated by the notched oval head key.

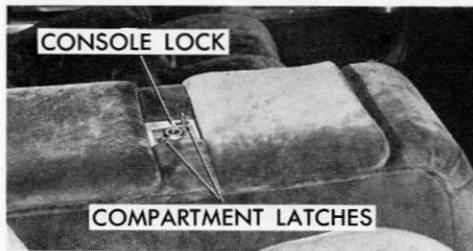


FIG. 1-3: CONSOLE LOCK

Door Locks

To lock any car door from the outside, depress the interior door lock button and close door. The outside door handle button does not need to be depressed to lock the door.

The front doors may be locked and unlocked with the oval head key. Lock doors from inside by depressing the interior door lock button. Unlock by raising the button.

- When the door is locked, movement of the inside door handle does not unlock or open the door. Door must be unlocked before it may be opened. Avoid pushing

on door glass when opening or closing doors.

REMINDER: Always lock the doors when driving for greater security in the event of an accident, to help keep children from opening door, and for greater security against entry by unwelcome persons while momentarily stopped.

On ELDORADO styles, an interior door handle is provided near the rear of the right door armrest for the convenience of rear seat passengers.

On the FLEETWOOD SEVENTY-FIVE LIMOUSINE style, a separate oval head key is provided for the lock on the right hand rear door. This key is coded specifically for that door and the head is notched for identification.

Illuminated Entry System

On cars equipped with the Illuminated Entry System, a light above each exterior door lock, and the inside courtesy lights are turned on for approximately 20 seconds by pressing the outside front door handle button, Fig. 1-4. Holding the button in will not cause the lamps

- damaged by attempted forced entry.
- C. The alarm blows the horn intermittently and flashes all exterior lights (except high beams) for approximately three to seven minutes, then shuts down automatically to conserve the battery.
 - D. If the hood, trunk lock, or a door is disturbed again, the system repeats the alarm.
 - E. The trunk may be opened using the key without activating the alarm or disarming the system.

Tips

- A. If a passenger remains in the car, the passenger should lock the door after closing it (or use the manual lock button) to prevent arming the system. This permits the passenger to open the door without activating the alarm.
- B. When re-entering, if the alarm is armed but a window happens to be open, remember to unlock the door with the key because pulling the lock knob up or operating the power lock switch will not disarm the system.
- C. If you decide to disarm the system after pressing the power door lock switch to

- "LOCK" (before closing the door) press the lock switch to the unlock position.
- D. Locking the doors manually by using the key or inside lock knobs will **not** arm the system.

Luggage Compartment

The lid on the luggage compartment is counterbalanced for easy opening and has a key-lock release.

To open the lid:

- Rotate the Cadillac crest covering the lock cylinder counterclockwise until it latches.
- Insert the oval head key.
- Turn the key in a clockwise direction to release the lid.

An interior light illuminates the luggage compartment when the lid is raised. To close and lock the trunk lid:

- Remove the key which allows the crest to spring back to its normal, closed position.
- Pull the lid down to a position six or eight inches from closing.
- Push the lid down firmly.



FIG. 1-7: REMOTE CONTROL TRUNK RELEASE

Remote Control Trunk Lock

The remote control lock (on cars so equipped) permits unlocking and raising the trunk lid from inside the car, Fig. 1-7.

- To open trunk, press and momentarily hold the release button located inside glove box door opening at left (glove box door below dash in Air Cushion Restraint System equipped cars). A "TRUNK OPEN" warning light on the upper instrument panel glows with the trunk open and ignition in RUN position. The trunk lid also unlocks in the conventional manner using the oval head key.

- To close trunk, lower lid and push it down until latched - **DO NOT SLAM**. The pull-down and latch mechanism pulls the lid fully down.
- Keep glove compartment locked when leaving car unattended to prevent unwanted entry into the trunk.

An automatic trunk lid release without the pull-down feature and warning light, is available as a dealer-installed accessory.

Folding Seat Back Latches

Two Door Styles

Keep belt restraints and buckles clear of mechanism when tilting folding seats forward or backwards to prevent damage to these belt systems.

When either door is opened, on two-door styles the seat back lock on the side next to the open door automatically unlocks to provide easy entrance or access into the rear seat area.

Either seat back can be unlocked manually by lifting the lock button located at rear of the seat back, Fig. 1-8.



FIG. 1-8: SEAT-BACK LATCH MANUAL RELEASE

Front Seat Adjustment

MANUALLY OPERATED SEATS

- Move the lever (located on the driver's seat side cushion panel) forward to release the adjuster.
- Adjust seat to the most comfortable driving position.
- Release the lever to lock the seat in this position.

The seat back also tilts forward or rearward slightly when the seat is moved.

CAUTION: Do not adjust a manually operated driver's seat while the car is moving—the seat could move unexpectedly, causing loss of control of the vehicle.

ELECTRICALLY OPERATED SEATS

TWO-WAY CONTROL

- Move the switch lever (located on the driver's seat side cushion panel) in the direction of desired travel.

SIX-WAY CONTROL

The six-way control is located on the side cushion panel of seats so equipped, Fig. 1-9.

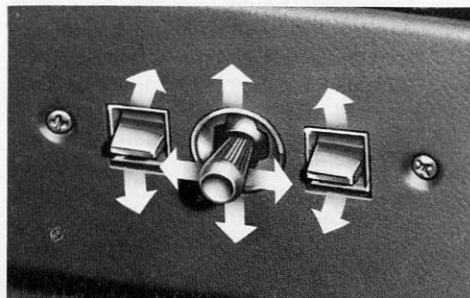


FIG. 1-9: SIX-WAY SEAT CONTROL

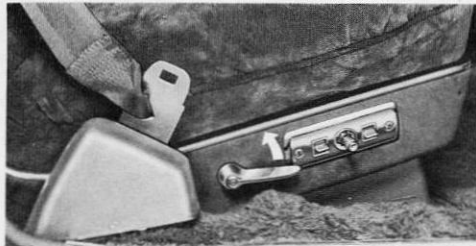


FIG. 1-10: SEAT-BACK RECLINER CONTROL

The seat can be operated as follows:

- The front control provides up and down movement of the front of the seat.
- The center control provides forward and backward movement, and up and down movement of the entire front seat.
- The rear control provides up and down movement of the rear of the seat.

RECLINING PASSENGER FRONT SEAT-BACK

The passenger's reclining seat-back, on models so equipped, can be reclined rearward approximately 20 degrees from normal position by lifting the control lever at the outboard side of the passenger's seat cushion and exerting rearward pressure, Fig. 1-10. Lifting the

lever with no pressure on the seat-back allows the seat-back to return forward.

Rear Seat Filler Panel

CAUTION: The filler panel between the rear seat and the rear window should not be used for storage—even of light weight, small articles. They might become dangerous projectiles during an accident. Large items may also reduce vision to the rear.

Coat Hooks

All Cadillacs, except convertible and Seventy-Five styles, are equipped with two coat hooks, one on each inside roof rail.

REMINDER: Avoid hanging objects on the right hand coat hook in such a way that you block the driver's vision to the right rear quarter.

Power Windows

Power windows can be operated only when the ignition switch is in the RUN position.

REMINDER: Remove the ignition key when the vehicle is not attended by a responsible person.

The power window master control, Fig. 1-5, is located on the left front door armrest. The control switches are positioned to correspond with the windows they control—the left front switch for the left front door window, etc. Individual switches are provided under each window for passenger use.

Controls for both rear door windows on the Fleetwood Seventy-Five Sedan and Limousine styles are located on the side trim panel above each rear armrest, Fig. 1-11.

On the Limousine style, the driver's master control switches for the rear door windows operate only to close the windows.

WINDOW LOCK-OUT SWITCH

The window lock-out switch at the window master control has two positions:

- "NORMAL": all windows may be operated by the master controls or the individual window switches (ignition switch in RUN position).
- "LOCK": windows may be operated by the master controls, but the individual

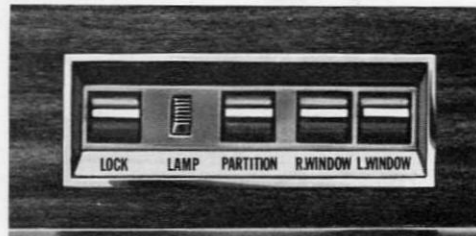


FIG. 1-11: FLEETWOOD 75
REAR WINDOW CONTROLS

switches are inoperative (ignition switch in RUN position).

Limousine Partition Glass—Individual controls are mounted with the rear door window switches, Fig. 1-11. These switches remain operative when the window lock-out switch is in the "LOCK" position.

Rear View Mirrors

INSIDE REAR VIEW MIRROR

To raise or lower mirror to achieve desired field of view, grasp mirror and exert sufficient pressure by pushing or pulling up, down, or sideways, Fig. 1-12:

Switch mirror to night position to reduce glare from following headlights.



FIG. 1-12: INSIDE REAR VIEW MIRROR

REMOTE CONTROL OUTSIDE REAR VIEW MIRROR

Your Cadillac is equipped with a remote-control outside rear view mirror on the driver's side of the car. Movement of the control knob inside the car, on the left front door armrest, allows you to adjust the mirror to suit your requirements, Fig. 1-13.

The remote control for the right-hand outside rear view mirror (if your car is so equipped) is located below the instrument panel center air outlet, to the right of the speedometer.

Move the control knob with the thumb (as

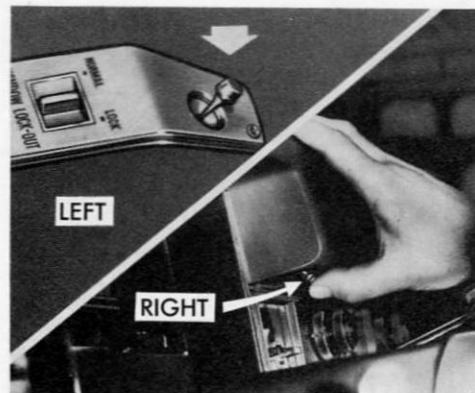


FIG. 1-13: OUTSIDE MIRROR REMOTE
CONTROLS

shown) or fingers to adjust the right-hand mirror.

NOTE: Scraping ice from the mirror face could cause permanent damage. For removal of ice, use a de-icer (spray type, blower type, etc.).

Head Restraints

- Head restraints are designed to help reduce injuries due to "whiplash."



FIG. 1-14: HEAD RESTRAINT LATCH

- Select one of the two positions—up or down—that places the top of the head restraint closest to the top of your ears.
- Do not use head restraint above the up detent position.
- Head restraint can be raised by pulling up until you feel it click into the “detent” position.
- To lower; release latch at base of supporting rod and push down on restraint, Fig. 1-14.
- Do not operate vehicle with head restraints removed, since occupants lose the protection they provide.

Air Cushion Restraint System

If your vehicle is equipped with the optional Air Cushion Restraint System consult the Supplement to the 1975 Cadillac Owner's Manual for information on ACRS function, operation of the readiness indicator light, maintenance requirements, and for information on child restraint in ACRS-equipped cars.

Use of lap belts, or optional shoulder belts, is covered in this manual.

Belt Restraint System

This vehicle is equipped with a belt system, starter interlock, and a light-buzzer reminder system which is designed to prevent starting the car until outboard front seat occupants are buckled in. Vehicles equipped with the Air Cushion Restraint System do not have a starter interlock or a light-buzzer reminder system.

NOTE: All 1975 model General Motors passenger cars sold in CANADA and all U.S. models produced after the U.S. Belt Restraint System Regulation was modified in Oct. 1974 have a light-buzzer reminder sys-

tem which reminds occupants when the driver's and any front passenger's belt restraints are not fastened. Operation of this “BELT RESTRAINT BUZZER/LIGHT REMINDER” is explained under that heading on page 14 in this manual. However, these cars do NOT have a starter interlock system — a system which prevents starting the car until the driver and the right front passenger are buckled up. Therefore, the information about the starter interlock system under the heading “TO START CAR” in this manual does not apply, nor do any other references to the starter interlock system in this manual or other printed materials apply.

TO START CAR

- Belt restraints must be properly buckled around each outboard front seat occupant after being seated before the starter will operate.
- The reminder buzzer and light are designed to go on if belt restraints are unbuckled at occupied front seats while the vehicle is underway (the engine will continue to run).
- The engine may be restarted after a stall without interlock interference if the driver remains seated.

IF STARTER WILL NOT OPERATE

- Remove any objects from unoccupied front seats.
- Re-buckle front belt restraints.

NOTE: Front seating positions contain a weight detector which is designed to activate the starter interlock or the buzzer and light reminder whenever weight is placed on the seat and belts are not buckled. The weight detector cannot distinguish between a passenger and any object on the seat, therefore, such items should be stowed elsewhere in the vehicle.

It is necessary that the weight detectors be activated at all times. This requires a small but continuous current from the battery which under normal circumstances will not result in a discharged battery. However, leaving an object on the front seat or leaving the front belt restraints fastened while the car is parked creates a heavier current drain which could result in a discharged battery after a period of time, which will vary depending on battery and weather conditions.

IF STARTER STILL WILL NOT OPERATE

- Set parking brake firmly, move transmission lever to "PARK."

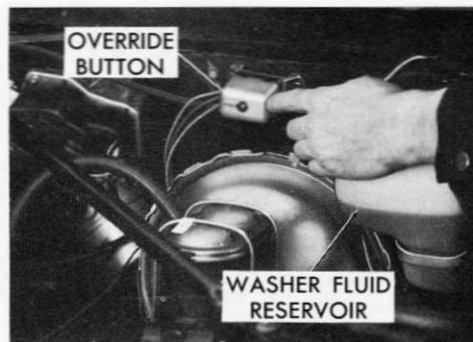


FIG. 1-15: BELT INTERLOCK OVERRIDE BUTTON

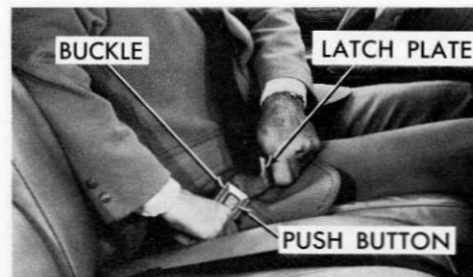


FIG. 1-16: LAP-SHOULDER BELT

- TURN IGNITION KEY TO "ON" ("RUN").
- Open hood and press button on manual override switch labeled "START", mounted on bright orange support at rear of engine compartment on driver's side, Fig. 1-15.
- Close hood, enter car, fasten belt restraint and follow normal starting procedures.

NOTE: The reminder buzzer and light are also designed to come on if a problem develops in the starter interlock system. If the car will not start and the buzzer/light reminder did not come on, the problem is not likely to be due to the starter interlock system. If the starter will crank, this indicates the interlock is not causing the problem.

LAP-SHOULDER BELT COMBINATION

- Adjust front seat to satisfaction of driver and sit erect and well back in seat, Fig. 1-16.
- In a single motion, pull the lap-shoulder belt webbing across lap far enough to permit inserting metal latch plate end of belt into the buckle, until a snap is heard. If webbing is not pulled out far enough to reach buckle, let lap belt rewind into its

retractor to release lock mechanism, so belt can be pulled out to the proper length.

- Position "lap" portion of belt across lap as LOW ON HIPS as possible. To reduce the risk of sliding under belt during an accident, adjust to a SNUG FIT by pulling belt firmly across lap in direction of lap belt retractor so it can take up slack. The belt retractors are designed to automatically take up excess webbing, Fig. 1-17.



FIG. 1-17: SNUG-LOW LAP BELT POSITION

points that reduce the tendency of shoulder belts to pull the lap belt upward into the soft abdominal area in the event of frontal impact.

- The front seat shoulder belts in this vehicle are equipped with a "vehicle sensitive retractor" which is designed to grip the belt *only* during a sudden stop or impact. At other times it is designed to move freely with the occupant.
- For best restraint the slight tension on the shoulder caused by the shoulder belt retractor is desirable.
- A comfort clip is provided for those who find the shoulder belt tension a source of

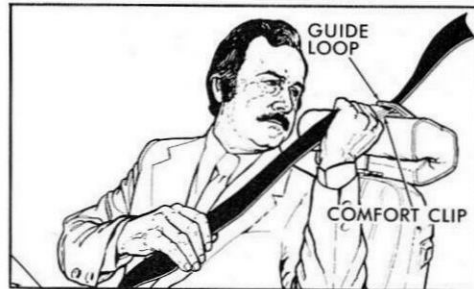


FIG. 1-18: SHOULDER BELT COMFORT CLIP

discomfort. If the shoulder belt tension becomes uncomfortable, pull down on the shoulder belt to provide the least amount of slack necessary to relieve tension (not *more* than one inch) then push the comfort clip snugly against the guide loop, Fig. 1-18.

CAUTION: Excessive slack could result in increased personal injury due to reduced restraint system effectiveness.

- To unfasten belts, depress push button in center of buckle.

CAUTION: A snug fit and a low lap belt position are essential to lessen the chance of injury in the event of an accident because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area. To help lessen the chance of injury in the event of an accident: never use the same belt for more than one person at a time; avoid wearing belts in a twisted condition; and do not allow belts or hardware to become pinched between the seat structural (metallic) members or in the door.

Belt restraint buckles are located close to the seat to provide shoulder belt attaching

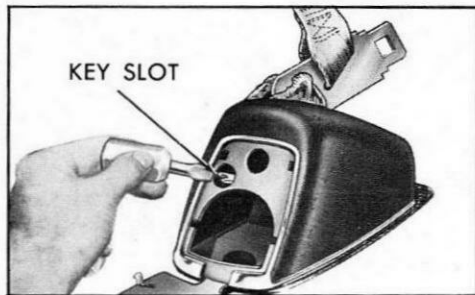


FIG. 1-19: RELEASING JAMMED LAP BELT

- When no longer in use, front seat lap-shoulder belts can be stowed by allowing them to rewind into their retractors. The comfort clip can be adjusted when removing belts, so shoulder belt slack will be fully taken up by retractor.

CAUTION: Do not wear shoulder belt under the arm or without lap belt. Such improper use could increase the chance of injury and the severity of injury in the event of an accident.

the retractor. The bulk of the twisted belt may cause the retractor to jam so it will not rewind further, while at the same time the retractor locking mechanism may prevent the belt from being withdrawn. To release a jammed belt, open the cover on the rear of the retractor and rotate the key slot while pulling the belt upward, Fig. 1-19. This should allow the belt to be untwisted. If for some reason the lap belt portion remains jammed, or other parts of the restraint system do not operate properly, take the vehicle to your dealer for service.

BELT RESTRAINT BUZZER/LIGHT REMINDER

- The front belt restraints are linked to a buzzer and light which remind occupants to fasten their belts.
- The buzzer and light are designed to come on when any outboard front seat occupant's belt is not fastened, while attempting to start the engine, or if any front belt is unfastened while driving in any forward gear.
- The reminders do not come on when the engine is running and a front belt is unbuckled if the transmission is in Park or Neutral.

If belt restraint system, starter interlock system, or reminder system does not work as described, see your dealer for information and assistance.

LAP BELTS For Rear Seat and Center Front Seat Passengers

- Seating positions next to side windows have retractors which are designed to automatically take up excess webbing. These belts should be positioned and secured as described above under "Lap-Shoulder Belt Combination".
- Lap belts at center seating positions also should be positioned and secured as de-

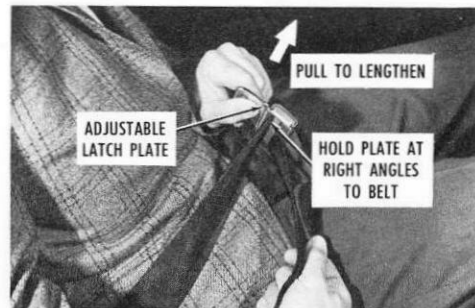


FIG. 1-20: CENTER BELT ADJUSTMENT

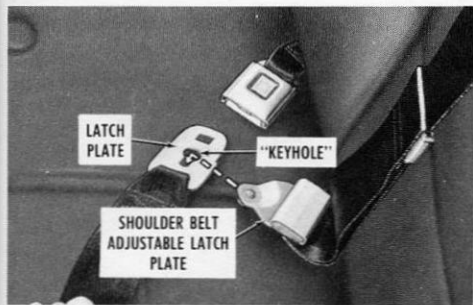


FIG. 1-21: OPTIONAL SHOULDER BELTS

scribed above, and adjusted to a **SNUG FIT** by pulling on the end of the belt extending from the adjustable latch plate, Fig. 1-20.

- To lengthen lap belt at center seating positions place adjustable latch plate at right angles to the belt webbing and pull on latch plate; belt should then slide easily through the adjustment feature.

OPTIONAL SHOULDER BELTS For Rear Seat Outboard Passengers and Front Seat on Convertibles, Fig. 1-21.

- When properly worn with a lap belt, a

shoulder belt can provide additional protection by preventing or minimizing impact with the car interior by restraining forward motion of the upper torso in a collision. This is particularly true in the case of a frontal force impact.

CAUTION: Do not wear shoulder belt under the arm or without lap belt. Such improper use could increase the chance of injury and the severity of injury in the event of an accident.

- To fasten the *detachable* shoulder belt, unstow it and place the knob on the shoulder belt end into the keyhole on the lap belt latch plate. (The latch is designed so that this attachment can only be completed before fastening the lap belt.) Tilt the knob as necessary, to pass it through the slot. Pull the knob firmly upward to seat it at the narrow end of the keyhole, then fasten the lap belt. Reverse this procedure when removing and restowing the shoulder belt.
- The *detachable* shoulder belts are lengthened and shortened in the same manner as center seat lap belts.



FIG. 1-22: PROPER OPTIONAL SHOULDER BELT SLACK

- The *detachable* shoulder belt should have sufficient slack to insert a fist's width between your chest and the belt. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward, Fig. 1-22.

CONVERTIBLE SHOULDER BELT STOWAGE

On convertible models, front seat shoulder belts (if so equipped) are stowed by inserting the shoulder belt end into the retainer located on the lower front edge of the rear seat cushion. Push down until the knob snaps securely into position.

BELT RESTRAINT INSPECTION

- Periodically inspect belts, buckles, adjustable latch plates, retractors, interlock and reminder systems, guide loops, clips, and anchors for damage that could lessen the effectiveness of the restraint system.
- Keep sharp edges and damaging objects away from belts, and other parts of restraint system.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight.
- Have questionable parts replaced.
- Keep seat belts clean and dry.
- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

Child Restraint

NOTE: If your vehicle is equipped with the optional Air Cushion Restraint System (ACRS), the Child Restraint information in the ACRS Supplement to this owner's manual applies instead of this section.

Children in automobiles should be restrained to lessen the risk of injury in accidents or sudden stops. General Motors dealers offer restraint systems designed specifically for use with infants and with small children. The GM "Infant Love Seat" is designed for babies up to 20 pounds, Fig. 1-23. The GM "Child Love Seat" is designed for children weighing 20 to 40 pounds, up to 3 feet-4 inches in height, who are able to sit up alone, Fig. 1-24.

In using any infant or child restraint system,



FIG. 1-23: INFANT LOVE SEAT



FIG. 1-24: CHILD LOVE SEAT

read and comply with all installation and usage instructions.

If a child is traveling in a vehicle not equipped with a General Motors infant or child restraint or other appropriate infant or child restraint system, the following precautions should be taken:

1. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is

placed crossways in the vehicle (width-wise) on the rear seat. The bassinet should be securely restrained with the regular vehicle belt restraints. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.

2. Children able to sit up by themselves should be placed on a seat and restrained with a belt restraint. When children ride in the front seat, both lap and shoulder belt should be worn. If the shoulder belt causes neck or face irritation due to the child's size, this may be reduced in some cases by positioning the child further inboard. If serious discomfort continues, the child should be lap belted in the rear seat. Never allow a child to stand or kneel on any seat.
3. General Motors recommends that children be restrained properly when riding. However, if unusual conditions prohibit use of restraints and require that a child must stand, he should stand on the floor directly behind the front seat. This will help minimize the possibility of injury from frontal force impacts in the event of such an accident.

Trailer Towing

Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depend upon proper use of correct equipment and avoiding overloads and other abusive operation.

It is recommended that your new Cadillac be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 mph and full throttle starts. The same precautions should be observed when a new engine or axle is installed in your car.

The maximum loaded trailer weight which you can pull with your Cadillac Calais, DeVille, Brougham or Eldorado depends on what special equipment has been installed on your car. Cadillac does not recommend towing any trailer over 1,000 lbs. gross trailer weight unless the car has the required equipment. In any case, however, towing a trailer with the Cadillac Series Seventy-Five is not recommended. The following chart shows the required and recommended added equipment for pulling various sizes of trailers.

CAUTIONS:

1. A frame side rail mounted load distributing hitch with sway control of sufficient capacity is required for trailers over 2,000 lbs. loaded weight.
2. Do not use axle-mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.
3. Trailer brakes are required on trailers over 1,000 lbs. loaded weight.
4. Do not tap into the car's hydraulic brake system if operation of the trailer brake system requires more than 0.02 cubic inch of fluid displacement from the car's master cylinder. The car's master cylinder fluid capacity will not be sufficient to operate both car and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required.
5. Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water. (See Engine Exhaust Gas Caution.)

6. Use only trailer hitches which permit normal operation of the Energy Absorbing Bumper system. For example, a rigid fore and aft connection between the bumper and any other part of the vehicle should be avoided, otherwise damage may be increased in the event of a collision.

MAINTENANCE

More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

- Automatic transmission fluid each 50,000 miles,
- Axle or final drive lubricant each 15,000 miles,
- Engine oil each 90 days or 3,000 miles, whichever occurs first,
- Positive crankcase ventilation valve each 12 months or 15,000 miles, whichever occurs first.
- See Index and Maintenance Schedule Folder for important information on engine belts, cooling system care, and automatic brake adjustment.

EQUIPMENT

TRAILER WEIGHT (LOADED)

	Up to 1000 lbs.	1000-2000 lbs.	2000-3500 lbs.	3500-6000 lbs.
Variable Load Turn Signal Flasher	Required	Required	Required	Required
•High Output Generator and Regulator	Recommended	Recommended	Required	Required
•Radiator with Heavy Duty Transmission Oil Cooler	Available	Available	Required	Required
•Special Fan	Available	Available	Required	Required
•Vacuum Reserve Tank	Available	Available	Available	Recommended
Automatic Level Control (Standard on Eldorado and Sixty Special Brougham)	Recommended	Recommended	Recommended	Recommended
•Special Rear Axle Ratio-3.15 to 1 (Except Eldorado)	Available	Recommended	Required	Required
Separate Trailer Brakes	—	Required	Required	Required
*Frame Side Rail Mounted, Non-Load Distributing Hitch	Recommended	Recommended	Not Recommended	Not Recommended
Frame Side Rail Mounted, Load-Distributing Hitch with Sway Control	—	—	Required	Required

•Included when Factory Installed Trailering Package is ordered.

*A bumper mounted hitch is permitted up to 2,000 lbs. loaded trailer weight. See CAUTION no. 6, page 18.

Check Automobile and Trailer Components Regularly—Trailer towing places extra stress on a car's mechanical components. The steering, transmission, tires, brakes, engine and cooling system and the electrical system should be in top operating condition before embarking on a trip. Here are some suggestions that can save you time, trouble and expense:

1. Check the hitch ball for wear. Keep it lubricated with a light coat of chassis grease. Inspect electrical connections for proper contact. Check condition of safety chains.
2. Inspect tires and maintain recommended pressures.
3. Check brake systems often. Make a few test stops before taking to the open road. Make certain both trailer and car brakes are operating properly.
4. Check brake lights, turn indicators, and running lights frequently.
5. Check all systems having a specified fluid capacity regularly for proper level.
6. Check that your car is not overdue for important services such as oil change, engine tune-up, wheel alignment, and wheel balancing.

7. Check cooling system to see that it is clean and rust-free.

HITCHES

To assist in attaining good handling of the car-trailer combination, it is important that trailer tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue load can be adjusted by proper distribution of the load in the trailer and can be checked by weighing separately the loaded trailer and then the tongue.

Adjusting Load Distributing Hitch If Your Cadillac Is Equipped With Automatic Level Control

IMPORTANT: Vehicle must have full gas tank, spare tire in place, but no passengers or luggage.

1. Exhaust all air from system as follows: Exhaust compressor tank using service valve. Exhaust shock absorbers by jacking rear of car above normal height. Hold until no further air is exhausted . . . about 2 minutes.
2. Install frame-mounted hitch and set ball height as specified by trailer manufac-

turer with all air exhausted as in Step 1 above.

3. Hook up trailer and adjust tension on load distributing bars per hitch manufacturer's specifications with all air exhausted as in Step 1. Note this adjustment.
4. Compressor will recharge the leveling system within 15 to 20 minutes of normal driving.
5. On all future trailer hook-ups, simply attach trailer with the load distributing bars set to the previously determined adjustment.
6. The procedure described above applies to all types of frame-mounted load distributing hitches.

BRAKES

If a trailer brake is to be used with your Cadillac make sure you follow the recommendations of the trailer brake manufacturer for installation of the components required for trailer brake actuation and balance. Refer to the preceding cautions (three and four) regarding car and trailer brakes.

All hydraulic components must be capable of withstanding 3000 psi. The hydraulic con-

nection must be made to the rear outlet of the brake master cylinder before the brake combination valve. Copper tubing is subject to fatigue failure and must not be used in such connections.

In general, direct connection of a trailer hydraulic brake system to the vehicle brake system will not meet these requirements, and, therefore, must not be used.

For optimum brake performance, the brake balance between the car and trailer must be adjusted.

TIRES

When towing trailers, tires should be inflated to the highest inflation pressure shown on the placard affixed inside glove compartment door. The allowable passenger and cargo load, also shown on the same placard, is reduced by amount equal to the trailer tongue load on the trailer hitch.

For trailers using load distributing hitches, increase front tire inflation pressure 2 psi above standard inflation pressure.

TRAILER TOWING TIPS

[20] Towing a trailer with ease and safety requires a certain amount of experience before

setting out on the open road. Always remember that the handling and braking characteristics of any car may be changed considerably by the added weight of the trailer. Until you learn the "feel" and how to cope with these changes, it is important to drive with extra caution.

Before Starting—It is a good idea to practice turning, stopping, and backing in an area away from heavy traffic. This practice will help you gain experience in handling the extra weight and length of the trailer. Also, check lights, tires, and mirror adjustment.

Starting—Carefully check mirrors to observe traffic flow. It is a good idea to check the brakes of the car and the trailer before turning into traffic.

Turning—Remember that trailer wheels will be closer than car wheels to the inside on curves. Avoid soft shoulders, curbs, etc., by driving slightly beyond your normal turning point. Signal all turns. Avoid sudden maneuvers.

Passing—Allow extra distance for passing another vehicle. After passing, be sure you

have ample clearance for trailer before returning to the driving lane. Always signal well in advance of each move.

Following and Stopping—Remember trailer weight may increase the distance required to stop. For each 10 mph showing on the speedometer, allow at least one length of your car and trailer between you and the car ahead. You will need this "cushion" of space for emergencies and to allow faster traffic to pass safely. Avoid high speeds and sudden stops, and allow for unfavorable road conditions.

Backing—Skillful backing with a trailer requires practice. Try this easy method to help control direction: Keep your hand at the bottom of steering wheel. To move trailer left, move your hand to the left. To back to the right, move hand to the right.

Down Grades—On long or steep down grades, reduce speed and use a lower transmission range to assist braking as outlined in the transmission section of this manual.

Long Up-Hill Grades—When ascending long up-hill grades, the possibility of engine overheating can be reduced by down-shifting the transmission to DRIVE right or L (low).

Engine Overheating Warning Lights—Towing a trailer under exceptionally severe operating conditions may cause the red “Stop Engine Temperature” or amber “Coolant Temperature” warning lights to come on. There are certain procedures to follow when an indicator light comes on:

- If the “STOP ENGINE TEMPERATURE” light and an audible warning buzzer come on because of a mechanical failure in the cooling system, you should not drive the car until the problem is corrected.
- If the “COOLANT TEMPERATURE” light comes on during extreme driving conditions, you should pull over to the side of the road, turn off the air conditioner (if used) and run the engine slightly faster than idle speed with the transmission in neutral.
- If the “COOLANT TEMPERATURE” light does go off, then proceed to drive but change driving conditions so as not to tax cooling system so severely. If the “COOLANT TEMPERATURE” light does not go off within a short period of time (1-2 minutes), then turn the engine off and look for mechanical problems.

NOTE: If there is evidence of steam, do not open the hood until the steam disappears.

Open the hood to cool the engine down faster. Determine whether there is any mechanical problem such as a loose hose, loose or missing fan belt, coolant loss, or radiator air flow restriction.

After running under extreme driving conditions do not immediately turn the engine off unless the “STOP ENGINE TEMPERATURE” light is on. If the light is not on, put the transmission in neutral and run the engine slightly faster than idle speed for approximately one minute. This will reduce any tendency for the cooling system to “afterboil” which results in a loss of cooling system fluid.

Engine Cooling—Refer to “ENGINE COOLING” in Section 5 of this manual for cooling system recommendations and maintenance.

Parking—Parking of vehicle with trailer on a grade is not recommended. However, should this be necessary, the following sequence should be used:

1. Apply service brakes.

2. Have helper place wheel chocks under trailer wheels.
3. When chocks are in place, release service brakes until chocks absorb load.
4. Place transmission in PARK position.
5. Apply parking brakes.

When Starting

1. Apply brakes and start engine in “PARK.”
2. Shift into gear and drive until chocks are free.
3. Apply service brakes and have helper remove chocks.

Operation in Foreign Countries

Your Cadillac is designed to operate on unleaded fuel of approximately 91 research octane number.

If you plan to operate your Cadillac outside the continental limits of the United States and Canada, there is a possibility that the fuels available in some countries are so low in octane rating that excessive knocking and serious engine damage may result from their use.

Also, if leaded fuels are used in vehicles designed for unleaded fuels, it may result in the deactivation of the catalytic converter and possibly other related problems. To obtain information on the octane rating and availability of non-leaded fuels available in the countries in which you plan to travel, write to Customer Services Department, Cadillac Motor Car Division, Detroit, Michigan 48232 (or in Canada write to General Motors of Canada Limited,

Customer Services Department, Oshawa, Ontario), giving:

- The Vehicle Identification Number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from registration slip or title).
- The country or countries in which you plan to travel.

It is recommended that you do not operate your Cadillac in any country not having fuels meeting the requirements of your Cadillac engine as these may cause engine damage for which Cadillac Motor Car Division is not responsible under the terms of the Cadillac New Vehicle Warranty or Emission Control Systems Warranty.



SECTION 2

STARTING AND OPERATING

General

From the very start, drive your new Cadillac in a normal manner at varying speeds, as required by different traffic and road situations.

Avoid extremely heavy duty operation such as towing trailers, excessive full throttle usage, or unnecessary heavy braking for the first 500 miles.

This section of the Owner's Manual explains the purpose and operation of the driving controls and the comfort and convenience systems available on your Cadillac. Knowledge of the function and controls of each system will help you enjoy this fine motor car.

Engine Exhaust Gas Caution (carbon monoxide)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with all windows fully open.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. It is recommended that the exhaust system and body be inspected by a competent mechanic:

- Each time the vehicle is raised for oil change.
- Whenever a change is noticed in the sound of the exhaust system.
- Whenever the exhaust system, underbody or rear of the vehicle is damaged.

See your Maintenance Schedule folder for inspection procedure.

To allow proper operation of the car's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area

with the engine running for any more than a short period, adjust air conditioning system to force outside air into car as follows:

Set control lever at HI.

The trunk lid should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. It is unwise to drive at high speeds for long durations with the trunk lid open. However, if for some reason the trunk must remain open for a period while moving, or electrical wiring or other cable connections to a trailer must pass through the seal between trunk lid and body, the following precautions should be observed:

- Close all windows.
- Adjust air conditioning system to force outside air into car with control lever set at HI.

Steering Column Controls

Anti-Theft Lock

The anti-theft ignition switch and steering

column lock, Fig. 2-1, located on the right side of the steering column, has five positions:

- **Accessory**—Permits operation of electrical accessories when engine is not running. To engage, push key in and turn toward you (counterclockwise).
- **Lock**—Normal parking position. Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls. Key cannot be returned to "LOCK" position and removed until transmission is placed in "PARK".
- **Off**—Permits turning engine off without locking steering wheel and shift control.
- **Run**—Normal operating position (ignition "ON" position).
- **Start**—Causes engagement of starter.

NOTE: The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.

If difficulty is experienced in turning the ignition key and lock knob to unlock the ignition, attempt to turn the steering wheel as hard as possible in the direction the wheels are turned. At the same time turn the ignition lock

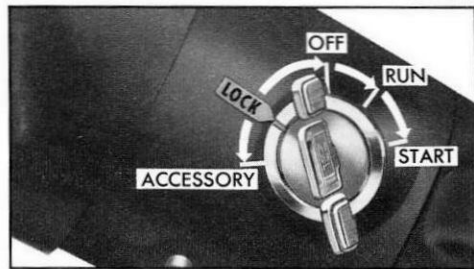


FIG. 2-1: STEERING COLUMN IGNITION LOCK

knob in a clockwise direction with as much effort as you can apply with your own hand. Do not attempt to use a tool of any kind to apply additional force on the lock knob, as this could break the knob.

Parking

WHEN LEAVING YOUR CAR UNATTENDED

- Set parking brake.
- Place automatic transmission selector in "P" (PARK).
- Turn key to "LOCK" position.
- Remove key (the buzzer is provided to remind you.)
- Lock all doors.

Starting the Engine

NOTE: Seat belts must be properly buckled around *each* outboard front seat occupant after getting in car - **BEFORE** the engine can be started.

1. Apply the parking brake.
2. Place transmission selector in "**P**" or "**N**" ("**P**" preferred). A starter safety mechanism prevents starter operation while the transmission selector is in any drive position. (If it is necessary to re-start the engine with the car moving, place the selector lever in "**N**".)
3. Depress accelerator pedal* and activate starter as follows for different conditions.
 - **Cold Engine** — Fully depress accelerator pedal and slowly release. **With foot off the pedal**, crank the engine by turning the ignition key to the Start position — release when engine starts.

If engine starts, but fails to run, repeat this procedure. When engine is running smoothly (approximately 30 seconds), the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

CAUTION: Extended running of engine (five minutes or more) without depressing accelerator pedal could cause damage to engine or exhaust system due to overheating.

- **Warm Engine** — Depress accelerator pedal about **halfway** and hold while cranking the engine.
- **Extremely Cold Weather (Below 0°F.) Or After Car Has Been Standing Idle Several Days** — Fully depress and release accelerator pedal two or three times before cranking the engine. **With foot off the accelerator pedal**, crank the engine by turning the key to the Start position and release when engine starts.

Proper engine oil viscosity is very important for easy cold weather starting. See Service and Maintenance, Section Five.

IF ENGINE FAILS TO START

Starting Flooded Engine — Hold the accelerator pedal **all the way down** and crank (not over 15 seconds at a time) until engine starts.

If starter will not crank when key is placed in **Start position**—Refer to "To Start Car" in Section 1.

Transmission Operation

Your Cadillac is equipped with a Turbo Hydra-matic transmission.

The shift lever range indicator, Fig. 2-5, is arranged from left to right with "**P**" (Park), followed in sequence by "**R**" (Reverse), "**N**" (Neutral), "**DRIVE**" (left and right positions) and "**L**" (Low). The automatic transmission must be in Park or Neutral in order to start the engine.

Shift lever — It is necessary to pull the shift lever toward the steering wheel when shifting into and out of Park, when shifting out of Neutral into "**DRIVE**" or Reverse, when shifting from the left hand "**DRIVE**" position to either the right hand "**DRIVE**" or Low position.

TRANSMISSION RANGES

- "**P**" **Park** — Place selector lever in Park with car stopped to lock the car's drive wheels or start the engine. The selector lever must be in Park in order to turn

* If equipped with Electronic Fuel Injection, it is recommended that the engine always be started with foot off accelerator pedal.

ignition key to LOCK position and remove key.

When parking your Cadillac always place the selector lever in Park. In addition, apply the parking brake (under "**Floor Controls**") and, if parking on an incline, turn the front wheels toward the curb.

- **"R" Reverse** — Select Reverse when you wish to drive the car backwards. Shift into Reverse only when the car is stopped.
- **"N" Neutral** — Select Neutral when necessary for brief engine idling or for restarting the engine while the car is coasting.
- **"DRIVE" range Left** — Place selector lever in left-hand "DRIVE" for all normal forward driving. The three-speed Turbo Hydra-matic transmission automatically selects the appropriate gear ratio for road and load conditions.
- **PASSING** — Press the accelerator down as required for the driving situation. The transmission automatically selects the appropriate gear ratio for car speed and power output.
- **"DRIVE" range Right** — Select right-hand "DRIVE" when road conditions are such that heavy pulling is encountered,

for example on hills or soft road surfaces. This range is also useful when moderate engine braking is desired for descending hills. In this range, the transmission operates in first and second gear. Shift into right-hand "DRIVE" at any forward car speed or while stopped. Shift to the left-hand "DRIVE" position when normal driving is resumed.

- **"L" Low** — Operate the transmission in Low range when driving conditions require heavy low speed pulling or maximum engine braking. The Low range may be selected while stopped or at any forward car speed, but the shift to first gear occurs only when car speed is less than approximately 30 miles per hour.
- **Engine Braking** — Use the right-hand "DRIVE" range or Low range for engine braking as described above.

CAUTION: Use caution when accelerating or shifting into lower range or lower gear on slippery surfaces with vehicle moving—the abrupt engine braking action could cause the drive wheels to skid possibly leading to loss of vehicle control.

CAUTION: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Use the lower gear ranges to control vehicle speed. Avoid prolonged or frequent application of the brakes which could cause overheating and thus reduce brake effectiveness.

REMINDER: Care should be taken to avoid sudden accelerations when both drive wheels are on a slippery surface, particularly in low gear. This could cause both drive wheels to spin, and allow the vehicle to slide sideways either on a crowned road surface or during a turn.

Rocking the Car — Refer to instructions on "Freeing Car From Soft or Slippery Surface" in Section 3 of this Manual.

Turn Signals—Lane Change Feature

The signal, Fig. 2-2, may be operated with the ignition switch in the "RUN" position.

- **Turning** — Move lever down (left turn) or

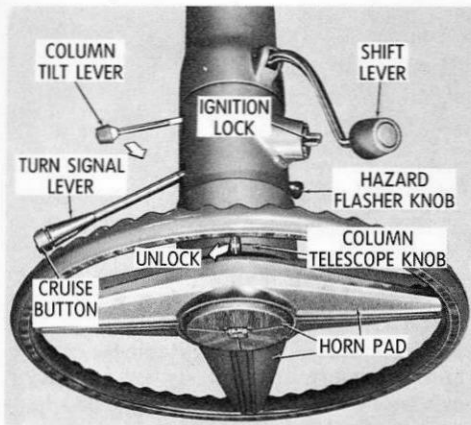


FIG. 2-2: STEERING COLUMN CONTROLS

up (right turn) until it clicks into position to continuously flash the appropriate parking light, tail light, and instrument cluster turn indicator light.

After the steering wheel has been turned a sufficient amount, returning the wheel to the straight-ahead position automatically cancels turn signal operation. The signal may also be cancelled manually by moving the lever to the center, or off, position.

- **Changing Lanes**—move the turn signal lever in the desired direction far enough to meet resistance to movement without clicking into position. Hold the lever in this position to flash the turn signal lamps as long as necessary.

Hazard Warning Flasher

NOTE: For operation of **HAZARD FLASHER**, refer to Section 3 "In Case of Emergency."

Cornering Lights

Cadillac front fender cornering lights operate in conjunction with the turn signals. When the turn signal is operating in either direction, and the headlights or parking lights are on, the corresponding cornering light emits a steady sideward beam to provide additional illumination.

Back-Up Lights

The back-up lights provide lighting toward the rear of the car when the ignition switch is in the "RUN" position and the transmission selector lever is placed in "R" reverse position.

Power Steering

An engine driven hydraulic pump provides steering assist during all driving maneuvers while the engine is running resulting in low effort steering in all normal driving situations. However, steering effort may increase during parking with the brakes applied. This condition can normally be corrected by reducing brake pedal force sufficiently to allow the wheels to roll slightly while turning the steering wheel.

If the steering system power assist fails due to some malfunction, or because the engine has stalled, the car can still be steered. However, much greater effort is required particularly in sharp turns.

Tilt and Telescope Steering Wheel

Adjust the steering wheel, Fig. 2-2, on Cadillacs equipped with the Tilt and Telescope feature as follows:

- **TILT** — A small lever on the left side of the steering column, between the turn

signal lever and the instrument panel, releases the tilt mechanism for adjustment.

To adjust steering wheel tilt, hold the steering wheel, pull the small lever toward you, move the steering wheel to desired angle (or let the spring within the column tilt it upward), then release the small lever.

The tilt mechanism locks in any of six positions. Tilt the steering wheel fully up for more convenient entry to and exit from the driver's seat.

- **TELESCOPE** — A knob located at the top of the steering column, where it meets the steering wheel, releases the steering column telescoping mechanism for adjustment. To lengthen or shorten the steering column within its range, move the telescope lock-unlock knob fully left, push or pull the steering wheel to the desired position, and move the lock-unlock knob fully right.

Adjust the steering wheel tilt and telescope to provide the most suitable position for you.

Horn

The horn is actuated by depressing the steering wheel spoke pad. The standard pad is de-

signed so that pressure on any area will actuate the horn. The horn pad on ACRS equipped cars has four marked areas over the spokes that actuate the horn when pressed.

Cruise Control

The Cruise Control system (on cars so equipped) may be actuated to maintain cruising speeds above approximately 30 miles per hour. When in operation, the system controls engine power to maintain the desired cruising speed within the limits of engine power and engine braking, Fig. 2-3.

For Automatic Speed Control:

- Move the control switch (located on instrument panel left of speedometer) to "ON" position. An amber light next to "ON" indicates that the system is set for Automatic Speed Control.
- Accelerate to desired cruising speed.
- Momentarily depress and slowly release the lock-in button (located on end of turn signal knob marked "CRUISE"). A green light in switch face next to "CRUISE" indicates that Cruise Control is locked in. Cruise Control now maintains car speed without foot pressure on the accelerator pedal.

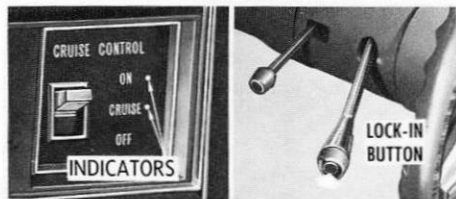


FIG. 2-3: CRUISE CONTROL BUTTON AND SWITCH

CAUTION: Do not use the Cruise Control when conditions are not suitable for maintaining a constant speed, such as in heavy or varying traffic, or on winding or slippery roads. With the Cruise Control engaged, removing foot from the accelerator pedal does not permit engine speed to return to idle.

When the system is set for Automatic Cruise Control:

- Car speed is increased for passing by depressing the accelerator pedal. The car returns to the pre-set speed when the pedal is released.
- Cruise speed is increased by accelerating to the desired new speed and momentar-

ily depressing the lock-in button.

- Cruising speed is decreased by fully depressing the lock-in button and holding it in while the car speed decreases. When the desired lower speed is reached, release the button and the system will lock in at the new speed.

Automatic speed control is disengaged when the brake pedal is depressed. To re-engage, accelerate to desired cruising speed, depress and slowly release the lock-in button. The system will again engage.

Moving the control switch to the "OFF" position completely disengages the system. The system is also disengaged whenever the ignition is turned off.

Floor Controls

Brakes

Your Cadillac is equipped with a power assisted brake system utilizing disc type front brakes and drum type rear brakes. The system has independent hydraulic circuits for front and rear brakes and a warning light system to indicate a pressure loss in either part of the system.

NOTE: Operation of the brake system warning light is covered in the section on "Instrument Panel".

The warning light system is not a brake fluid level indicator. Fluid level must be checked visually at the recommended interval.

CAUTION: Driving through water deep enough to wet the brakes may adversely affect brake performance so that the vehicle will not slow down at the usual rate, and may pull to the right or left. Applying the brakes lightly will indicate whether they have been so affected. To dry them quickly, lightly apply the brakes while maintaining a safe forward speed with an assured clear distance ahead and to the sides until brake performance returns to normal.

Self-Adjusting Brakes

- Cadillac brakes (except for the parking brake) are self-adjusting, designed to eliminate periodic brake adjustments.
- Rear drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.

- Front disc brake adjustment is made automatically with each brake application.
- If excess brake pedal travel develops, drive alternately backward and forward several times and apply brakes firmly in each direction.
- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be a sign of other brake trouble. See your dealer also if adjustment of the parking brake is required.

REMINDER: Front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing, or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is applied firmly. See also the various brake checks listed in the Cadillac Maintenance Schedule folder.

NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes. Riding the brake

may be indicated by illumination of the rear lamp monitor if the brake lights come on.

Power Brakes

- If power assist to the brakes is interrupted due to a stalled engine or some malfunction, two or more brake applications normally can be made using reserve power.
- If the brake pedal is held down, the system is designed to bring the car to a full stop on reserve power. However, the reserve power is partially depleted each time the brake pedal is applied and released. Do not pump brakes when brake power assist has been interrupted, except when necessary in order to maintain steering control on slippery surfaces.
- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

In the event of power assist being lost, the use of both feet on the pedal is recommended. The power brake pedal is sufficiently wide to accommodate the use of both feet.

Braking on Hilly Terrain — The transmission is designed to supplement the braking system with engine braking when driving on hilly terrain. To decrease brake usage, place

the transmission selector lever in right-hand "DRIVE" when descending medium grades and in the Low "L" range for maximum engine braking assist when descending steep grades. Avoid engine braking on slippery roads because the drive wheels could slide or skid.

Parking Brake

- To set parking brake, fully depress foot pedal at far left side, Fig. 2-4.
- For maximum holding power, depress regular brake pedal with the right foot at the same time.
- With engine running, parking brake will remain set only when transmission is in PARK or NEUTRAL ("P" or "N").
- Parking brake is designed to release automatically when transmission selector is moved to any drive or reverse position with engine running.
- A distinct sound should be heard when pedal releases.
- Should it be necessary to release brake manually, raise the hand release lever located on upper right side of parking brake pedal assembly. (Never drive car with parking brake set, as this may overheat or otherwise damage rear brakes).



FIG. 2-4: PARKING BRAKE MANUAL RELEASE

CAUTION: Always shut off engine before leaving the car driver's seat unattended. This will help prevent the car from moving unexpectedly if the shift lever is accidentally moved from the "PARK" position causing the parking brake to release.

When pedal travel of the parking brake exceeds approximately five inches, it should be adjusted by your Authorized Cadillac Dealer.

When parking on hills—it is advisable to turn the wheels toward the curb, lock the drive wheels by placing the transmission selector in “PARK” position and place the parking brake in its fully depressed position. Also, when leaving the car unattended, always place the selector lever in “PARK” position and fully apply the parking brake.

Track Master Computer Controlled Rear Wheel Braking System

In cars equipped with Cadillac's Track Master System (identified on brake pedal) normal braking procedures should be followed. Additionally, drivers should be aware that when the ignition switch is turned to “start”, the Track Master system cycles one time causing a “thumping” sound. During maximum braking, a pulsing sensation may be experienced on some road surfaces. This sensation is due to the normal operation of the Track Master System functioning to prevent sustained rear wheel lock-up.

Track Master is designed to improve vehicle controllability during maximum braking and will also provide improvement in vehicle stopping capability under many road conditions.

REMINDER: Drivers should remember that the Track Master System controls only the rear wheels, and that during maximum braking front wheel lock-up could still occur, just as it might with any car. Since front wheel lock-up causes loss of steering capability, the brakes should be “pumped” in those cases where steering control is more important than the shortest stop.

As with regular brakes, if the brake system warning light glows red, it indicates there is a malfunction in some portion of the brake system (see “BRAKES” warning light information under “Instrument Panel”).

Instrument Panel

The instrument panel contains instruments, indicators, and controls necessary for the operation of many of the standard and accessory features. Review the instructions and illustrations contained in this portion of the Owner's

Manual to acquaint yourself with the proper use of these instruments and controls.

Fuel Gage

The fuel gage (located to the left of the indicator lights, Fig. 2-7) indicates properly only with ignition on. The fuel gage pointer returns to “E” (empty) when ignition is off.

Fuel Monitor System

The Fuel Monitor Systems is comprised of two indicator lights to inform the driver about

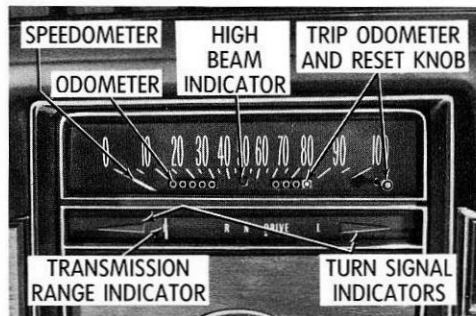


FIG. 2-5: SPEEDOMETER

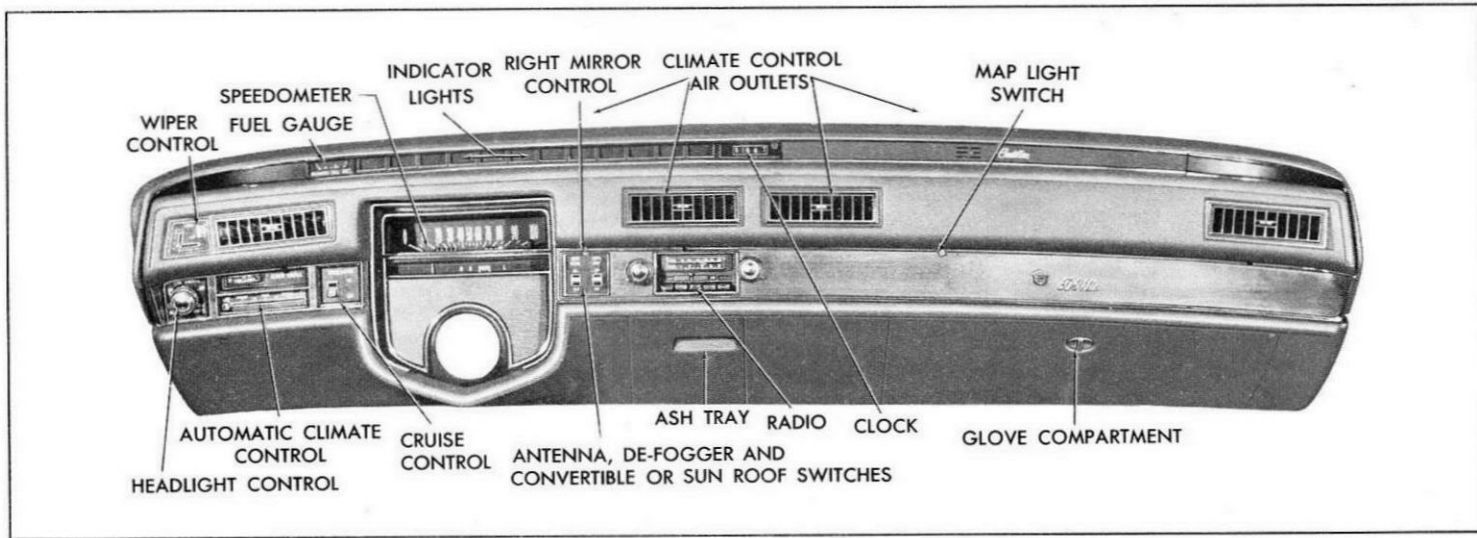


FIG. 2-6: INSTRUMENT PANEL

fuel economy and one indicator light to warn of low fuel level, Fig. 2-7.

The green and amber **fuel economy indicators**, on cars so equipped, are located in the indicator light group above the speedometer.

While driving, the green light indicates the economical range of engine power. Quick acceleration will switch the amber light on and the green light off. Amber indicates less economical engine operation at higher power outputs. This system senses engine manifold

vacuum as an indicator of fuel usage.

The **low fuel indicator** is a red light in the fuel gage face that begins glowing when the fuel supply reaches a low level. As the fuel level continues to drop, the indicator light in-

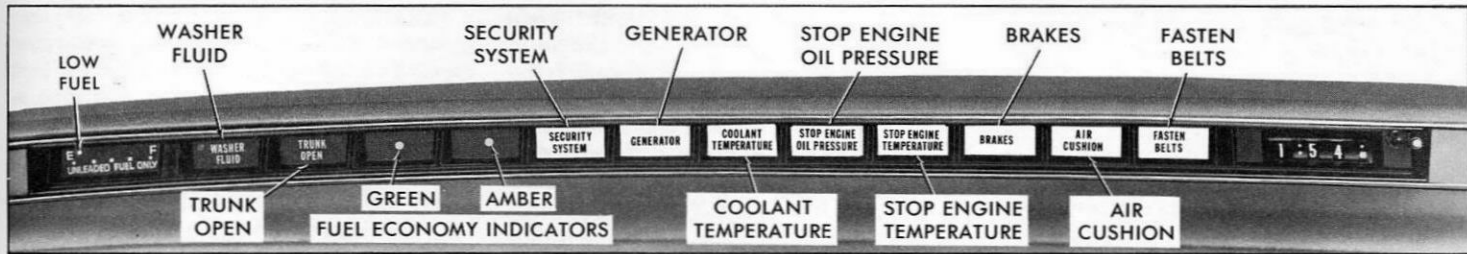


FIG. 2-7: INDICATOR LIGHTS

creases in brightness to call more attention to the low fuel supply.

Speedometer and Odometer

- The speedometer needle indicates car speed, Fig. 2-5.
- The left-hand odometer (five digit) records the car's total mileage.
- The right-hand odometer (four digit) may be set to 000.0 so that trip mileage may be recorded. To reset the trip odometer, the reset knob (located at the speedometer lens to the right of the trip odometer) is

pushed in, turned clockwise until all zeros appear, and turned further until all zeros appear a second time.

Indicator Lights

The indicator lights are located above the speedometer in a line from the fuel gage to the clock.

If an indicator light, Fig. 2-7, warns you of a condition that may require immediate correction, contact an Authorized Cadillac Dealer or qualified service facility for repair.

"FASTEN BELTS" Light (Red)—Operation of the belt restraint buzzer/light reminder is described in the first section of this manual under "Seat Belt Restraint System".

"AIR CUSHION" Light (Red)—This light is functional on cars equipped with Air Cushion Restraint System. For explanation, refer to the Owner's Manual Supplement for ACRS equipped cars.

"BRAKES" Light (Red)—**Brake system warning light**—The service brake system is a dual system designed so that one part will provide some braking action in the event of loss of hydraulic pressure in the other part of the system. If the warning light labeled "BRAKES" (located in upper instrument panel) lights continuously when the ignition is on and after the brakes have been firmly applied, it may indicate that there is a malfunction in one part of the brake system.

- The indicator should light during engine starting to verify that the bulb is operating properly.
- Have system repaired if light does not come on during check.
- This warning light is not a substitute for the visual check of brake fluid level required as part of normal maintenance.

If the "BRAKES" indicator lights up red:

- The service brake system is partially inoperative.

What To Do:

1. Pull off the road and stop, carefully — remembering that:
 - Stopping distances may be greater.
 - Greater pedal effort may be required.
 - Pedal travel may be greater.
2. Try out brake operation by starting and stopping on road shoulder — then:
 - If you judge such operation to be safe, proceed cautiously at a safe speed to nearest dealer for repair.
 - Or have car towed to dealer for repair.

Continued operation of the car in this condition is dangerous.

"STOP ENGINE OIL PRESSURE" Light (Red)—This indicator lights with ignition in RUN position when engine oil pressure is too low for engine operation. This light normally lights during engine starting and switches off when the engine is running. This provides a check of bulb operation.

- If the "STOP ENGINE OIL PRESSURE" light illuminates while the engine is running, *stop the engine* and do not operate it until the cause of low oil pressure is corrected.

"STOP ENGINE TEMPERATURE" Light (Red)—This indicator illuminates if engine metal temperature is excessive. Light operation is accompanied by a warning buzzer. This light normally illuminates when the ignition key-buzzer system operates (key in ignition lock, ignition off, and driver's door open). This provides a check of bulb operation.

- If the "STOP ENGINE TEMPERATURE" light illuminates while the engine is running, stop the car and engine as quickly as possible and have the cause of overheating corrected. Continued driving may cause engine damage. Do not open hood if steam is present.

"COOLANT TEMPERATURE" Light (Amber)—This indicator illuminates if engine coolant temperature is excessive. This light normally illuminates during engine starting (as a check of bulb operation) and may illuminate briefly when restarting the engine after a short stop.

- If the "COOLANT TEMPERATURE" light illuminates while the engine is running, the car should not be driven until cause of overheating is corrected. If, during extreme driving conditions, the light illuminates, the engine may be cooled by holding engine speed slightly above idle for up to two minutes with transmission selector in "N" (Neutral) and air conditioning off. If light remains on, stop engine.

REMINDER: Do not remove radiator cap. See engine cooling information in Service and Maintenance Section.

"GENERATOR" Light (Amber) — This indicator illuminates when the generator is not charging during normal engine operation. This light normally lights briefly during engine starting and goes out when the engine is running, providing a check of bulb operation.

In cold weather, the indicator light normally goes out at higher engine speeds.

- If the "GENERATOR" light illuminates while the engine is running, have the cause of insufficient charging corrected as soon as possible.

FUEL INDICATORS—See "Fuel Monitor System" under "Instruments" earlier in this section.

"WASHER FLUID" Light (Amber)—See "Windshield Wipers and Washers" following in this section.

"TRUNK OPEN" Light (Amber)—See "Remote Control Trunk Lock" in section 1.

Windshield Wipers and Washers

The windshield wiper and washer control (located above light switch at left side of instrument panel) operates the washer and concealed wiper system electrically, Fig. 2-8. Control illumination is provided when instrument panel lights are on.

Operation

- **Remove ice or packed snow** from wiper blade concealment recess at rear of hood before operating wipers. Carefully loosen

or thaw wipers that are frozen to windshield or lower molding.

- **For continuous operation**, move control lever up to "LO", "MED", or "HI" speed position.
- **For a single wiping cycle**, move lever right to "MIST" position, hold until wipers begin wiping . . . then release.
- Press "WASH" button and release to activate "LO" wiper speed and to direct a quantity of washer fluid to the windshield. Move wiper lever to "OFF" after wash cycle is completed.

Controlled Cycle Wiper System

If equipped with this feature, the wipers may be operated continuously at any of three normal speeds, or at low speed with a variable hesitation between each wipe.

For Controlled Cycle operation, move the control lever fully down and to the right. The hesitation time varies with lever position, with a maximum delay of approximately 20 seconds at the "MAX" position.

Use the Controlled Cycle feature when rain, snow, and spray do not wet the windshield sufficiently to warrant continuous wiper operation.

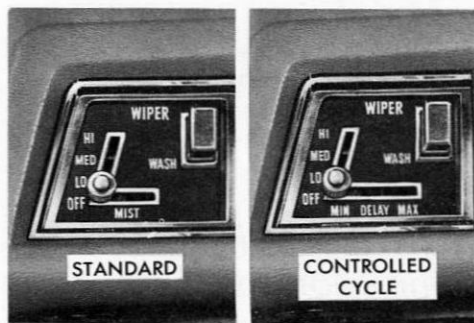


FIG. 2-8: WIPER-WASHER CONTROL

As an additional feature, the Controlled Cycle system automatically parks the wiper blades after using the windshield washer if the wiper control is in "OFF" position.

Operating Tips

- Check washer fluid level regularly — do it frequently when the weather is bad.
- Use a fluid such as GM OPTIKLEEN to prevent freezing damage, and to provide better cleaning.
- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.

- In cold weather, warm the windshield with defrosters before using washer to help prevent icing that may seriously obscure vision.
- Do not operate windshield wipers against dry glass.

Washer Fluid and Lamp Monitors

WASHER FLUID LOW LEVEL INDICATOR

The amber "WASHER FLUID" indicator illuminates during windshield wiper operation if the washer fluid reservoir is less than one-third full Fig. 2-7.

Lights

LIGHT CONTROL—The control knob for the headlights, taillights, parking lights, license lights, side marker lights and instrument panel lights is located on the lower left of the instrument panel, Fig. 2-9.

Switch Position

- Fully in toward dash — all lights off.

- Out to first stop — all lights except headlights on.
- Fully out — all lights on (headlamp beam depends on foot switch position).
- Rotate knob to adjust instrument panel light brightness.
- Rotate knob fully counterclockwise (past stop) to operate courtesy lights.

A circuit breaker in the light switch protects the headlight circuits. If the headlights begin to "flicker" on and off, have the headlamp wiring checked immediately.

Headlight Dimmer Switch—The headlight dimmer switch (located on left side of floor below parking brake pedal) is operated to select low beam (outer headlights on) or high beam (four headlights on).

- Press dimmer switch with foot once to change beams (headlights switched on).
- The blue indicator light (located on speedometer dial below the 50 mph mark) illuminates when headlights are operating in high beam.

LAMP MONITOR SYSTEM

The lamp monitor system indicates that certain lights are functioning by conducting light from the lamp unit to a visual monitoring unit.

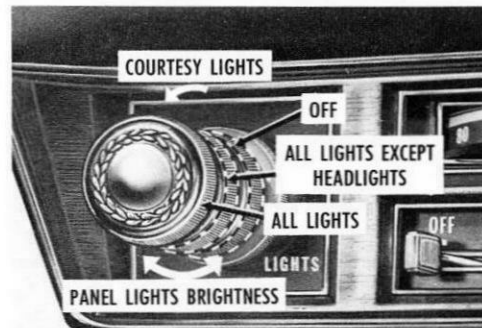


FIG. 2-9: LIGHT SWITCH

A headlight and turn signal monitor is located on top of each front fender. A monitor unit for tail, stop and rear turn signals is located on the headliner above the rear glass, or above the rear seatback on a convertible.

Front Monitor

- Parking light, turn signal, and hazard flasher operation is indicated by illumination of the outboard amber lens.
- Low beam headlight operation illuminates the center white lens.

- High beam headlight operation illuminates the inboard blue lens.

Rear Monitor

- Taillight operation on left or right side illuminates the corresponding red lens.
- Turn signal, hazard flasher, and brake light operation is indicated by increased light intensity from the corresponding monitor lens.

Side Marker Lights

Your Cadillac is equipped with front and rear side marker lights that provide additional side identification so the car is more visible to other motorists at night. Whenever the headlights or parking lights are on, the front (amber) and rear (red) side marker lights are on.

Guide-Matic Headlight Control

The Guide-Matic Headlight Control (on cars so equipped) switches the headlights automatically while driving in darkness, Fig. 2-10.

Operation

- Set control ring pointer on headlight control to "OFF" position.
- Select high beam with the foot operated dimmer switch.
- Set control ring pointer on "FAR". Oncoming headlights will cause the system to dim your headlights automatically.

After traffic passes, move pointer slowly away from "FAR" until lights switch to high beam. The system is then set for automatic dimming at maximum distance.

- To delay dimming until oncoming traffic is closer, rotate control ring pointer farther away from "FAR".
- For non-automatic control of headlight beam, rotate pointer to "OFF" and use the foot dimmer switch.

Tips

- If Guide-Matic has not switched to "DIM", you may dim the headlights with the foot switch while the system is on automatic high beam.
- High beams can be switched on momentarily for signaling when the system is in automatic low beam by applying slight



FIG. 2-10:
GUIDE-MATIC



FIG. 2-11:
TWILIGHT SENTINEL

downward pressure to the foot dimmer switch.

Twilight Sentinel

The Twilight Sentinel system (on cars so equipped) senses outside light and automatically turns the lights on as darkness approaches, and turns them off as daylight resumes: A system delay of usually less than 30 seconds prevents the lights from automatically switching on when passing under bridges, trees, etc. The delay also prevents the lights from switching off automatically when passing under bright lights.

The system also turns the lights off after a time delay period when the car is parked in darkness. The delay feature allows you to lock your car and use the illumination of the exterior lights for a pre-set period, after which the lights will turn off automatically, Fig. 2-11.

Operation

- **Automatic light operation**—With light switch pushed fully in, rotate control ring pointer on light control to the right of "OFF". Lights automatically switch on or off according to the amount of outside light.
- **Time delay shut-off**—with the control ring pointer at "MAX", a shut-off time delay of 1½ to 4½ minutes is obtained. Rotating the pointer closer to "OFF" reduces the time delay period. The minimum delay is obtained with the pointer next to "OFF". With the manual light switch knob pushed fully in and ignition off or locked, the exterior lights will switch off automatically after the time delay has elapsed.

Tips

- Turn the headlights on manually if they

are needed immediately when entering a dark tunnel, parking structure, etc.

- Do not cover the skylight sensing unit located under the left front radio speaker grille.
- For additional light to one side of the car during the turn-off time delay period, operate the turn signal lever to turn on the cornering light desired.
- If the manual light switch is left "on" while parking, a buzzer sounds to remind you to switch the lights off. The buzzer operates when the manual light switch is on, ignition is off or locked, and any car door is opened (or courtesy light switched on).

Courtesy Lights

Courtesy lights are located in the following places: door armrests, under the instrument panel at each side; and each interior rear side roof panel (except Convertible). The Eldorado Convertible has courtesy lights in the rear armrest.

- Courtesy lights are operated by opening any door or by turning the headlight control knob fully counterclockwise.

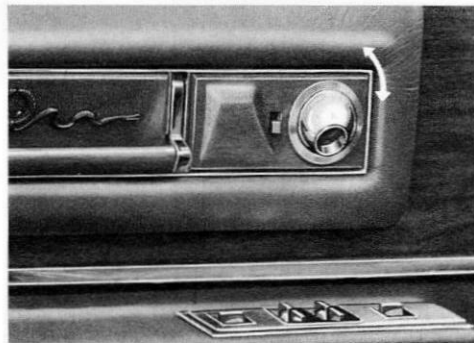


FIG. 2-12: READING LIGHT

Fleetwood Sixty Special Brougham — directionally adjustable reading lights (located on the front doors and interior side roof panels) are operated individually by a switch near the swiveling lamp unit, Fig. 2-12.

Fleetwood Seventy-Five — combined courtesy and reading lights are located in the rear air conditioning ceiling outlets. Individual switches are located above the rear armrests.

On the Limousine style, only the rear door(s) operate the rear courtesy lights.

A front compartment reading light (located between the sun visors) on the Limousine is

part of the front courtesy light system controlled by the headlight switch knob or front doors.

Vanity Mirror

An illuminated vanity mirror-sunshade is available for the right hand passenger, Fig. 2-13. To use the mirror, rotate the sunshade down and swing the mirror cover upward, exposing the mirror and switching the lamps on automatically. Adjust lamp intensity with the high-low selector switch below the right



FIG. 2-13: VANITY MIRROR

lamp. Swinging the sunshade fully forward directs the light downward for reading. Switch lamps off by closing mirror cover after use.

Map Light

A map light is located under and to the right of the center air outlet on the dash. It is operated manually by a switch next to the lens; or automatically by operation of the courtesy lights.

Digital Electric Clock

The Digital Clock (upper center of instrument panel) is operated by a crystal controlled electronic circuit for highly accurate time keeping, Fig. 2-14.

The clock may be reset by pulling the reset knob out, then turning. The knob must be pushed in after resetting.

Resetting the clock while it is changing to the next minute (between 50 and 00 seconds) may cause numbers to "half index". To correct, immediately reset the clock again (between 00 and 50 seconds).

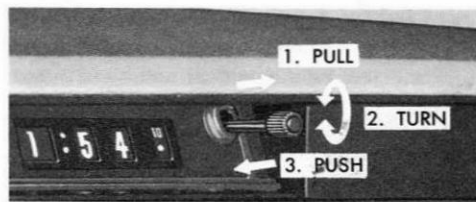


FIG. 2-14: CLOCK RESET

Litter Receptacle

The litter receptacle, located to the right of the front passenger foot area, may be removed by pulling it rearward and disengaging it from two retaining studs. Reinstall it by engaging the front stud first, then the rear stud. Push receptacle forward until positioned correctly.

Ash Tray and Lighters

An illuminated cigar lighter-ash tray unit is located on the instrument panel below the radio area.

- Pull at finger recess to open instrument panel ash tray.

A separate lighter-tray unit, also illuminated, is located in the right front door armrest.

- Open lid for access to armrest ash tray. Lighter-tray units are also located in the rear seat passengers' armrests (ash trays only on Calais models).
- Remove ash receptacle on all units by grasping the snuffer and pulling up.

Fleetwood Seventy-Five

Rear door armrests contain lighter-ash tray units for the rear seat and auxiliary seat passengers.

Thermometer

The thermometer (on cars so equipped) is an integral part of the left-hand outside rear view mirror. It will indicate outside air temperature most accurately while the car is being driven. When the car is stopped, direct sunlight and lack of air movement around the thermometer-mirror unit will cause the thermometer to indicate a higher-than-actual temperature.

Ventilation System

Your Cadillac incorporates a ventilation system that provides ventilation comfort made possible by the addition of air vent provisions

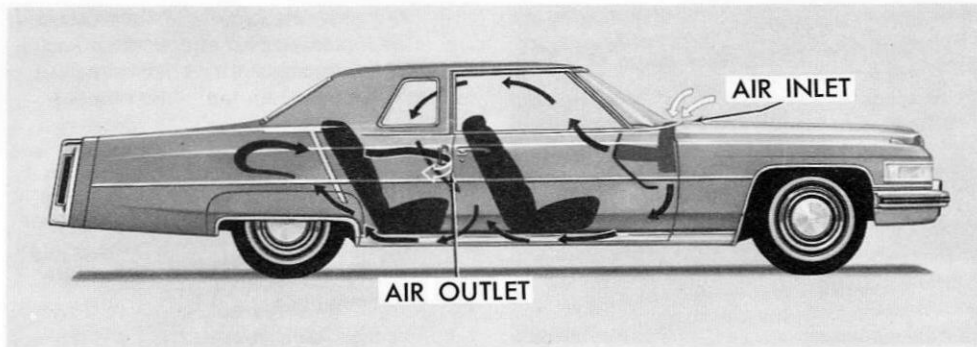


FIG. 2-15: VENTILATION AIR FLOW

in the rear body lock pillar, Fig. 2-15. Another feature of the system is continuous low-speed operation of the air conditioner blower, resulting in an uninterrupted supply of outside air flow into the car whenever the ignition switch is on.

With the side windows closed, outside air will flow into the front grilles, through the car and out the rear air exhaust valves.

BASIC OPERATING TIPS

- Always keep front inlet grille clear of obstructions (leaves, ice, snow, etc.).

- When heating or air conditioning is desired, best comfort is attained by driving with all windows closed.
- The ventilation system operates as part of the Automatic Climate Control, and no separate vent controls are used.

The following Automatic Climate Control instructions provide additional operating tips for obtaining maximum heating and cooling comfort. (See also Engine Exhaust Gas Caution at beginning of this Section.)



FIG. 2-16: AIR CONDITIONING CONTROLS

Automatic Climate Control

The Automatic Climate Control air conditioning system controls heating and air conditioning automatically to maintain comfort in the passenger compartment. With the controls set for heating or air conditioning, the system turns on automatically and controls the volume and temperature of the air discharged through the dash and heater outlets.

Controls—The control panel (located below left dash outlet, Fig. 2-16) is illuminated when instrument panel lights are on. The temperature dial is color coded for quick re-

ference to the interior temperature selected. The white area of the dial includes those temperatures normally considered comfortable. The red and blue areas respectively include the warmer and cooler temperature settings.

INITIAL SETTINGS

- Set color coded temperature dial to desired in-car temperature.
- Set control lever to desired type of system operation.
- Direct the dash outlets by rolling the outlet up or down, or aiming the vanes sideways in the direction of desired air flow.
- Dash outlets may be individually shut off by moving the control knob (below the outlet) forward, Fig. 2-17.

CONTROL LEVER POSITIONS

“OFF”—The compressor is disengaged, but the air conditioner blower will operate at a low speed for ventilation. All air will be delivered from the heater outlet.

VENTILATION AND HEATING

“ECONOMY”—In this setting the air condi-

tioning compressor does not operate and the reduced engine load **will result in improved fuel economy.**

Use this setting for heating in cold weather to conserve fuel. In mild weather, set the temperature dial about 5° cooler than usual. The blower operates automatically at varying speeds. Temperature control will be provided to maintain the car interior at approximately the temperature set on the dial. Air will be delivered from the dash outlets in warmer weather. At lower temperatures, air will be delivered from the underdash outlet only.

If comfort is not maintained, or if windows

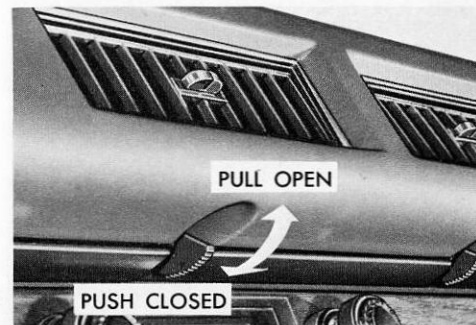


FIG. 2-17: DASH OUTLET CONTROL

tend to fog, return the lever to the "AUTO" setting.

Fleetwood Seventy-Five Sedan and Limousine—Operation with the front control in the "ECONOMY" position on Fleetwood Seventy-Fives is the same as on all other models. However, with the rear system "ON", the compressor will operate, and if the front system is in the "ECONOMY" position, cooling is available.

HEATING OR COOLING

"LO"—The blower operates at fixed low speed to deliver air tempered according to the heating or cooling requirements set on the control dial. Temperature control is automatic within the limits of the "LO" mode of operation.

"AUTO"—The blower automatically operates at varying speeds. As in-car temperature approaches the temperature setting on the control dial, blower speed is reduced. Temperature control is automatic. In cold weather, after the engine is partly warmed up, air will be delivered from the heater outlet at floor level. In warm weather, air will be delivered from the dash outlets. In some intermediate conditions, air will be delivered both from the hea-

ter and dash outlets. During hot weather, the "AUTO" setting can recirculate up to 80% of the car interior air for fast cooling. "AUTO" has more heating-cooling capability than "LO".

"HI"—The system operates as in the "AUTO" setting except at a fixed high blower speed for maximum heating-cooling capability. During hot weather the "HI" setting can recirculate up to 80% of the car interior air for fast cooling. Also, use "HI" for the fastest interior warm-up in winter, or to reduce fogging.

"BI-LEVEL" — At this setting the system delivers tempered air both from the dash outlets and the heater outlet. In-car temperature and blower speed is controlled automatically. This setting is suggested for mild weather operation and for minimizing fog formation on the side windows. Close center dash outlets and direct side outlets toward side windows for fog removal.

WINDSHIELD DE-FOGGING AND DEICING

"DEF" — This position delivers maximum air volume to the windshield immediately. Set temperature dial at 85 for maximum tempera-

ture air. Use "DEF" to defrost, deice, or de-fog the windshield.

When conditions are such that ice or fog either has formed or could form on car windows, perform the following before driving:

- Clear snow and ice from hood and air inlet in front of windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.
- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate system on "HI" for a few seconds before moving the vehicle, to clear the intake ducts of snow to further reduce the possibility of fogging on inside of windshield.

OPERATING TIPS

- **To conserve fuel**, use the "ECONOMY" setting for heating in cold weather.
- Controls may be left at a comfortable setting without further adjustment each time the car is driven until you wish to change either the temperature setting or mode of operation.

- In cold weather the system delays operation (except in "DEF") until engine coolant is warm.
- Adjust temperature dial a few degrees at a time.
- To help cool a very warm interior, open the windows for the first few minutes of system operation.



FIG 2-18: FLEETWOOD 75 REAR CONTROLS

All models, except the Fleetwood Seventy-Five models use an electrically warmed rear window. (The Seventy-Five rear window de-fogging system is integral with the rear Climate Control system.) The de-fogger system may be operated with the ignition switch in RUN position.

- **Operation:** press the switch lever to the "ON" position and release (returns to

Fleetwood 75 Automatic Climate Control

Individually controlled front and rear Automatic Climate Control systems are used on Fleetwood Seventy-Five cars. Operating instructions for the front system, as previously explained, also apply to these vehicles. The rear system is a completely separate system (except for compressor and condenser) with a heater, blower and evaporator assembly mounted in the trunk. Also, rear window de-fogging is integral with the rear system.

Rear system controls—The controls for the rear system are located behind a sliding cover on the right rear trim panel above the armrest,

Fig. 2-18. Illumination is provided for this area when headlights are on.

- Place control switch in "ON" position.
- Set temperature dial at desired in-car temperature.
- In warm weather, set the hinged outlet door in each ceiling outlet as desired to direct air toward rear seat passengers.

Rear Window De-Fogger

The rear window de-fogger (on cars so equipped) is controlled by an illuminated switch located to the right of the speedometer, Fig. 2-19.



FIG. 2-19 CONTROL SWITCHES

center position). A green light in the switch face indicates de-fogger operation. The system warms the rear window for approximately ten minutes and switches off automatically. Pressing switch to "ON" during system operation does not extend operating time. The system may also be turned off by pressing the switch lever to "OFF" and releasing it or by turning the ignition switch off.

Do not scrape the inside surface of the electrically warmed rear window because the element could be damaged. Avoid placing decals or stickers on the inside of the window because removal may require scraping.

Radios

The radio is located below the center dash air outlets, Fig. 2-20.

CONTROLS — ALL RADIOS

For control location, refer to the illustration of the type of radio installed in your Cadillac.

- **ON—OFF—VOLUME** — turn clockwise to switch radio on and to increase volume. Turn fully counterclockwise for OFF. Ignition must be in the RUN or ACCESSORY position to operate the radio.

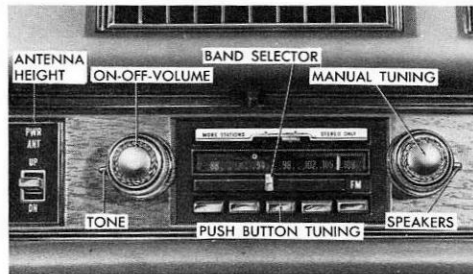


FIG. 2-20: ANTENNA AND RADIO CONTROLS

- **TONE** — turn clockwise to increase treble tones, and counterclockwise to increase bass tones.
- **MANUAL TUNER** — turn knob to manually select stations and to fine tune.
- **SPEAKERS** — turn counterclockwise to increase volume of front speakers and clockwise to increase rear speaker(s) volume. "Balance" is obtained when you hear front and rear speakers equally.
- **BAND SELECTOR** — move selector fully right for AM stations and fully left for FM.
- **PUSH BUTTONS** — push fully in to select a preset station. To preset a station on each push button:

- Select desired band — AM or FM.
- Manually tune desired station for best reception.
- Choose the push button you wish to use for that station, pull it straight out, and push it slowly and firmly all the way in.

NOTE: Do not move the AM/FM band selector while any push button is pulled out or damage to the radio could occur.

- Five AM stations, plus five FM stations, may be preset on the push buttons.

FM tuning — First adjust the manual tuner knob to fine tune a station, then adjust antenna height for best reception.

FM reception — FM reception is normally static free. However, static may be experienced while in the vicinity of equipment emitting radio interference or while operating in the "fringe" area beyond the effective "line of sight" range of the FM radio station.

POWER OPERATED ANTENNA

The power operated antenna automatically extends when radio and ignition are turned on, and retracts when either is turned off. Ex-

tension height is determined by setting the "PWR ANT" switch located at left of the radio. With switch lever latched in its up position, the antenna extends fully for best AM and fringe-area-FM reception. With lever in center position, it extends approximately 12 inches for optimum FM reception in a metropolitan area. If static or interference is experienced, within the effective range of an FM station, adjust antenna height to minimize interference.

Turning the radio or ignition switch off lowers the antenna completely and renders the antenna switch inoperative. Lower the antenna to help prevent it from contacting objects that could cause damage (such as overhanging branches) or when entering garages with low clearance.

Do not attempt to change antenna height by pulling or pushing antenna mast . . . damage could result.

SIGNAL SEEKING STEREO RADIO

- **SELECTOR BAR** — press and release to change stations, Fig. 2-21. The selector automatically stops at the next station on the dial after releasing bar.



FIG. 2-21: SIGNAL SEEKING STEREO RADIO

- **SENSITIVITY SWITCH**
Left position — tuning selector stops at the strongest stations in your area.
Center position — tuning selector stops at all usable stations.
Right position — when using the FM band, tuning selector stops at FM stereo stations. When using the AM band, selector stops at most local AM stations.
- **FLOOR SWITCH** — the driver can depress the dealer installed remote foot switch to change stations without taking a hand off the steering wheel. The switch can be installed on the floor to the left of the brake pedal. Remote control is avail-

able as a dealer installed accessory for the signal seeking radio only.

Stereo reception — When tuned to an FM stereo station, the word "STEREO" in the radio face glows. Stereo reception is only possible, however, if that station is making a stereophonic transmission at that time. Fine tune the radio manually and balance the front and rear speakers for the best stereo operation.

SERIES SEVENTY-FIVE REAR SEAT RADIO CONTROLS

Remote radio controls are available on Fleetwood Seventy-Five models equipped with an AM/FM signal seeking stereo radio. The controls are located behind a sliding cover on the right rear trim panel above the rear seat armrest, Fig. 2-18. Illumination is provided for the area when headlights are on.

CONTROLS

- **OFF-ON VOLUME KNOB** — turning the knob clockwise turns the radio on or switches control to the rear seat. The rear speakers operate only with the rear control on. Control operation is the same as the corresponding knob on the radio unit.

- **SELECTOR BUTTON** — the selector button glows red to indicate that the radio is being operated by the rear control. To change stations, press the selector button momentarily and release. This control operates in the same manner as the selector bar at the radio.
- **SENSITIVITY CONTROL** — Rotate control ring behind off-on volume knob fully counterclockwise to permit the tuner to stop on the most powerful stations in your area. Rotate it clockwise to the intermediate position to stop the tuner all usable stations. Rotate the ring fully clockwise to select FM stereo stations or most local AM stations depending upon the band that has been selected at the radio dial.

With the rear seat radio controls on, the driver may reduce or increase the volume of the front speaker with the ring behind the right control knob, tune the radio manually or with the push buttons and change the AM-FM frequency bands. The radio can be operated normally with the front controls when the rear controls are turned off.

Integral AM-FM Stereo Radio Tape Player

A Stereo Tape Player, integral with the AM-FM Stereo Radio is available for all Cadillac models. This combination provides tape recorded stereo music to add to your driving pleasure, Fig. 2-22.

The radio portion of this unit is similar to the stereo radio previously described, except it has no signal seeking feature. The word "STEREO" at the right side of the slide bar band selector glows amber when the radio is tuned to an FM stereo station.

The tape unit uses a standard eight-track stereo tape cartridge containing four entertainment programs. A complimentary tape is provided with each integral AM-FM stereo tape player.

Tape Player Operation

- Fully insert tape cartridge (label side up and open end forward) through the swing-away radio dial. System operation switches from radio to tape automatically. Without further control operation,

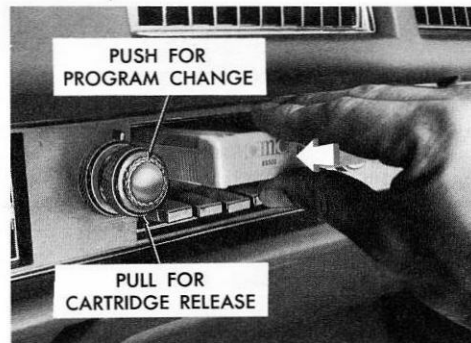


FIG. 2-22: STEREO RADIO TAPE PLAYER

the unit plays continuously through all four programs in the cartridge.

- To select the next program on the tape, depress and release the left control knob.
- Release cartridge by pulling the left control knob while unit is operating. **Always release cartridge prior to turning unit off.**

TAPE CARTRIDGE CARE

- Never leave tape cartridge inserted in operating position with tape player inoperative.

- Store tape cartridges where they will not be exposed to high temperature, direct sunlight, tape abrasion or dirt.
Suggestion — Use only high quality tape cartridges.

TAPE PLAYER CARE

The pickup head and capstan shaft of tape player should be cleaned after each 100 hours of operation with a swab moistened in rubbing alcohol. Access is through the tape door, Fig. 2-23.

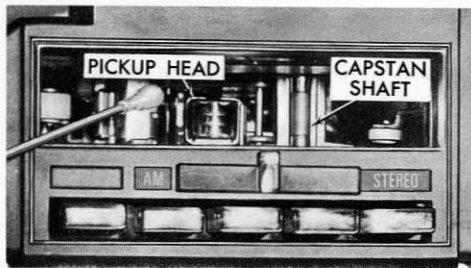


FIG. 2-23: CLEANING TAPE PLAYER

transmitter is to be installed, further instructions are required so that vehicle operation will not be adversely affected. CONTACT THE Customer Services Department, Cadillac Motor Car Division, Detroit, Michigan 48232. (In Canada, contact Product Service Department, Oshawa, Ontario.)

Other Controls and Features

Controlled Differential

The Controlled Differential (if equipped) can provide additional traction on snow, ice,

mud, sand, gravel, etc. During normal driving and cornering, the Controlled Differential unit functions as a standard axle. However, when either drive wheel encounters a slippery enough surface, the Controlled Differential can continue to provide driving force to the wheel having the greater traction, instead of merely spinning the wheel which has the least traction.

CAUTION: Regardless of whether the vehicle is equipped with a Controlled Differential or a standard axle, do not attempt sudden accelerations when either or both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the rear of the vehicle to slide sideways on the crowned surface of a road or in a turn. Normal skid correction and cautious driving are called for under such conditions.

Automatic Level Control

Automatic Level Control (standard on Eldorado, Brougham, and Fleetwood Seventy-Fives, optional on other styles) helps to main-

tain a level car attitude by compensating for load over the rear axle.

Auxiliary air springs that are an integral part of the rear shock absorbers are automatically inflated as the rear suspension leveling control system senses load increases. Loaded vehicle ride quality is aided because the likelihood of "bottoming" is reduced.

When adding load, do not exceed the full rated load for this model and adjust tire pressures as required. Load and tire pressure information is found under **Tires** in the Service and Maintenance Section.

Convertible Top

The Eldorado Convertible top incorporates inward folding structural members. This design permits a rear seat of the same width as the coupe model.

LOWERING TOP

CAUTION: Do not attempt to lower the top when the temperature is below 40°F. Prior to raising or lowering the top, the car must be at a complete stop and the sun

visors turned down. Before lowering the top, make certain that there are no items stored in or beneath the top well that could damage the rear window, this would include opening the trunk and inspecting the area beneath the top well. Also, make certain that the top is thoroughly dry.

- Rotate the top locking handles (located at top side rails near windshield) inward to disengage lock hooks from windshield header. **KEEP LOCKING HANDLES IN THIS POSITION.**
- Press convertible top control switch, Fig. 2-19, to the "DN" position until top is fully lowered.
- If any top material remains outside top well, fold it **FORWARD** and tuck it down behind top header bar.

RAISING TOP

- Remove boot, if installed.
- Turn both sun visors down.
- Press top control switch to the "UP" position until top stops above windshield header.

- **LOCK DOWN LEFT SIDE OF TOP FIRST:** pull the left side of the top front header bar down to engage guide pin with striker. Rotate left lock handle outward to locked position.
- After locking left side, pull down right side of top front header bar, engage guide pin striker, and rotate right lock handle outward to locked position. The top is designed so that effort is required to pull the top down when engaging the guide pins, and to rotate the locking handles outward to the locked position.
- **BE CERTAIN TOP IS SECURELY LOCKED TO WINDSHIELD HEADER PRIOR TO DRIVING CAR.**

CONVERTIBLE TOP BOOT

Soft Vinyl Boot Installation

- Remove the boot from its plastic storage bag in the trunk and place it over the fully lowered top. Engage the snap fasteners on the boot to the studs on the rear side trim panels.

- The rear and sides of the boot are secured by pulling the boot to the rear of the belt molding, starting at the center, and sliding the plastic retainer under the belt molding.
- The front portion of the boot is secured by engaging the snap fasteners on the boot to the studs on the rear seat-back and pressing down the entire front portion (fastener strip) of the boot.

Two-Piece Hard Boot

On convertibles with this optional type boot (also available as a dealer installed accessory) the panels interlock to form a rigid cover for the lowered convertible top. When not in use, the panels are stored in the trunk in a protective cover.

- **INSTALLATION** — With top fully lowered, place right-hand (passenger side) boot panel in place over convertible top well. Use care to avoid striking the rear lamp monitor unit. Move panel rearward to engage its clips under the top well molding. Position the right front portion of panel and engage the lock pin into

retainer in side trim panel. Push pin in and turn clockwise until locked.

- Hold left boot panel at the angle shown in Fig. 2-24 and engage the interlocking tabs of both panels. Lower panel until its clips are below molding and move it rearward to engage clips. Position left front portion of panel and fasten lock pin.

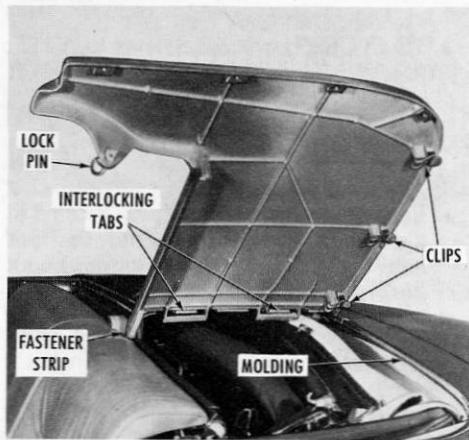


FIG. 2-24: JOINING BOOT LOCK TABS

- Check that the boot halves are: (a) closely joined in the center, (b) centered over the well, and (c) fully rearward. Press the front edge of the boot down near the center joint to engage the hook and pile type fastener strips.
- **REMOVAL** — Unlock both lock pins by turning them counterclockwise and pulling.
- Lift front edge of boot enough to separate the fastener strips. Pull left boot half forward until clips disengage at rear, then lift outboard end and separate the interlocking tabs.
- Remove right-hand panel using care to avoid interference with lamp monitor unit,
- Insert boot panels into the protective cover, outboard end first, with the top surfaces against the cloth divider. Place the covered boot halves into trunk as shown in Fig. 2-25. For safety's sake, always store boot and boot protective cover in the trunk when not in use.

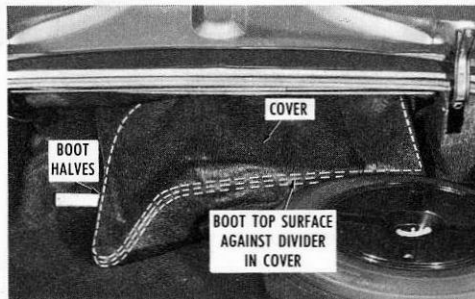


FIG. 2-25: BOOT STOWAGE IN TRUNK

Sunroof

A Sunroof is an available feature on most Cadillac styles. The Sunroof is an electric motor-driven sliding roof panel that admits outside air and light into the passenger compartment.

OPERATION

- Ignition switch must be in RUN position.
- TO OPEN: move switch, Fig. 2-19, to "OPN" and hold until sliding roof is partially or fully opened. Release switch to stop roof operation.

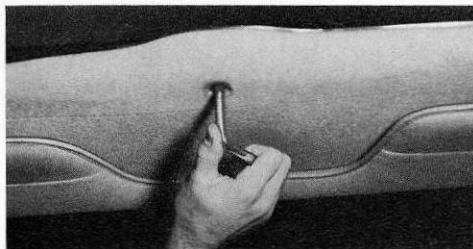


FIG. 2-26: CLOSING SUNROOF MANUALLY

- TO CLOSE: move switch lever to "CLS". Release switch to stop roof operation.

Manual Operation — The Sunroof can be closed manually in the event it can not be closed electrically. To do this:

- Remove the small round plug located in the center of the headlining near the front edge of the roof opening by grasping with fingers and pulling downward.
- Insert the hexagonal end of the crank handle into socket in the winding gear screw and rotate crank handle counterclockwise to remove the screw, Fig. 2-26.
- Screw the threaded end of crank handle

into the screw hole and continue to turn crank clockwise to close roof.

NOTE: The crank handle can only be used to close the roof.

After manually closing roof:

- Remove the crank handle.
- Install screw.
- Tighten screw.
- Replace round plug in headliner.

MAINTENANCE

Periodically clean off any dirt that may have accumulated on the guide rail covers. It is not necessary to lubricate the top surface of the guide rail covers or the slide tracks.

Drain Tubes — During regular maintenance, check the two drain holes at the front corners of the Sunroof opening to be sure they are open and the drain tubes are not plugged, Fig. 2-27. If the drain tubes are plugged, they should be cleaned with an air hose or with a flexible wire from the bottom of the tubes. The rear drain tubes are located in the quarter panels and drain through the rear wheel housing.

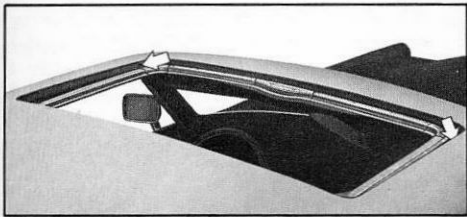


FIG. 2-27: DRAIN HOLE LOCATIONS

Astrorooft

The Astrorooft is a specially treated safety glass panel and sliding sunshade built into the roof of cars so equipped. The sunshade is moved by pulling or pushing the handle to obtain the desired setting. To completely close

the shade, push its forward edge into the groove at the front of the roof.



FIG. 2-28: ASTROROOF

Electronic Fuel Injection

An electronically controlled fuel injection system is available on all styles except Fleetwood Seventy-Fives and the Commercial Chassis. This system replaces the carburetor

on cars so equipped. During engine starting, the accelerator pedal is not depressed, but otherwise the car is operated in a normal manner requiring no special procedures or techniques.

A throttle body assembly is used in place of a carburetor. The fuel/air mixture is regulated by an electronic control unit that monitors throttle opening, engine speed, manifold pressure, air temperature and engine coolant temperature. Based on the monitored information the control unit computes the correct amount of fuel for proper engine operation and actuates the injectors accordingly.

Refer to the maintenance Schedule that accompanies this manual for service information related to the Electronic Fuel Injection System.



SECTION 3

IN CASE OF EMERGENCY

Four-Way Hazard Warning Flasher

- This system flashes both front and both rear signal lamps and the turn signal indicators during system operation.
- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher by pushing in on the knob located on the column just below the steering wheel, Fig. 3-1. Flasher can be actuated with engine ignition either off or on.
- Turn signals do not operate with hazard flashers operating.

- If the brake pedal is depressed, the lights will not flash but will remain continuously lit.
- To cancel the flasher, pull the knob out.

Emergency Starting

- This vehicle must not be pushed or towed to start.



FIG. 3-1: HAZARD FLASHER CONTROL

- A car with a discharged battery may be started by using energy from a battery in another car — called “jump starting”.

JUMP STARTING

Jump starting may be dangerous and should be attempted *only* if the following two conditions are met. If they are not, we strongly recommend that you leave the starting to a competent mechanic.

- The battery in the other vehicle must be 12 volt and *negatively grounded*, like the one in this car. (Check the other car's owner's manual to see if it is.)
- The battery in your car must be equipped with *flame arrestor type filler/vent caps* on *all* filler openings (as was your original-equipment Delco battery). (Each Delco battery flame arrestor cap has a grey disc rather than a small hole — see Fig. 3-2.)

CAUTION: Departures from these conditions or the procedure below could result in: (1) serious personal injury (particularly to eyes) or property damage from such

causes as battery explosion, battery acid, or electrical burns; and/or (2) damage to electronic components of either vehicle. Never expose battery to open flame or electric spark — batteries generate a gas which is flammable and explosive. Do not allow battery fluid to contact eyes, skin, fabrics, or painted surfaces — fluid is a corrosive acid. **FLUSH ANY CONTACTED AREA WITH WATER IMMEDIATELY AND THOROUGHLY.** Be careful that metal tools, or jumper cables do not contact the positive battery terminal (or metal in contact with it) and any other metal on the car, because a short circuit could occur. Batteries and battery acid should always be kept out of the reach of children.

JUMP START PROCEDURE

1. Wear eye protection and remove rings, metal watch bands, and other metal jewelry.
2. Set parking brake firmly, and place automatic transmission in "PARK" (neutral for manual transmission) in both vehicles (don't let vehicles touch); turn igni-

tion key to "LOCK" in car with discharged battery. Also turn off lights, heater, and all unnecessary electrical loads.

3. Attach one end of a jumper cable to one battery's positive terminal (identified by a red color, "+", or "P" on the battery case, post, or clamp), and the other end of the same cable to the positive terminal of the other battery.
4. Attach the remaining jumper cable FIRST to the negative terminal (black color, "-", or "N") of the OTHER vehicle's battery, (regardless of which vehicle has the discharged battery) and THEN to the negative terminal of the battery in THIS car — thus taking advantage of this battery's flame arrestor feature, should a spark occur.
5. Start the engine in the vehicle that is providing the jump start (if it was not running). Let run a few minutes, then start the engine in the car that has the discharged battery.
6. Reverse the above sequence EXACTLY when removing the jumper cables, taking care to remove the cable from the

negative terminal of the battery in THIS car as the FIRST step.



FIG. 3-2: FLAME ARRESTOR BATTERY VENT CAP

Engine Coolant

CAUTION: To help avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.

- Do not remove radiator cap to check engine coolant level; check coolant visually at the see-through coolant reservoir.
- Proper coolant level at normal engine operating temperature is between the

"FULL" and "ADD" marks on the reservoir.

- Coolant should be added only to the reservoir (see "Service & Maintenance" section for details).

Jacking Instructions

The spare wheel and tire and jacking tools are stored in the trunk compartment of your Cadillac. "Jacking Instructions" information placards on the underside of trunk lid give basic jack usage instructions and illustrations of jack positions, and spare tire storage.

CAUTIONS:

1. Follow jack usage instructions in order to reduce the possibility of serious personal injury.
2. This jack is designed only for lifting vehicle during wheel changing.
3. Never get beneath the vehicle when supported by this jack.
4. Do not start or run engine when vehicle is supported by this jack.

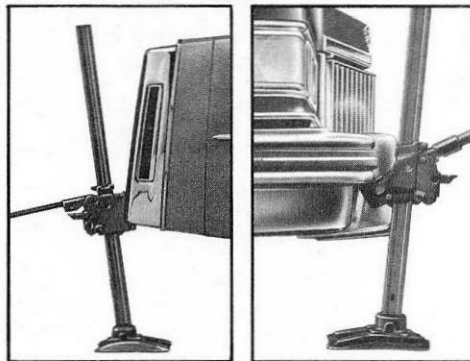


FIG. 3-3: JACK COLUMN ANGLE

PROCEDURE

- Park on level surface.
- Set transmission in Park.
- Activate hazard warning flasher.
- Set parking brake firmly.
- Remove spare tire and jack components from luggage compartment.
- Block wheel diagonally opposite jack position.
- When removing rear wheel, remove wheel opening cover (if equipped) by releasing the lock rod behind the cover

lower edge. Release by pulling the locking rod up until clear of flange, then toward wheel, then swing rod fully down. Swing cover outward at the top, then lift it up and away from the mounting hooks.

- Remove wheel disc using tip of jack handle.
- Loosen each wheel nut one turn (counterclockwise) but do not remove.

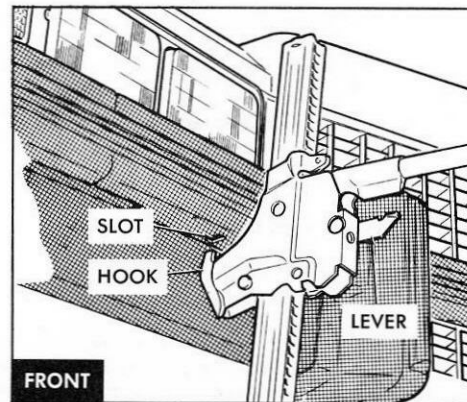


FIG. 3-4: JACK POSITION —
EXC. ELDORADO

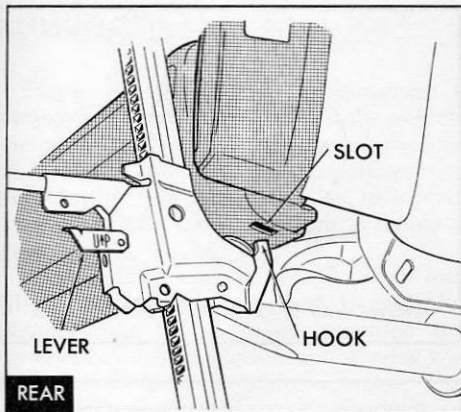


FIG. 3-5: JACK POSITION —
EXC. ELDORADO

- Seat jack bar fully into base.
- Jack Position - Front: Insert jack hook into small slot in bumper directly below and between headlamps as shown, Figs. 3-4 or 3-6.
- Jack Position - Rear: Insert jack hook into small slot in bottom surface of bumper directly below outer end of tail lamp, Figs. 3-5 or 3-7.
- Base must sit flat with column angled as

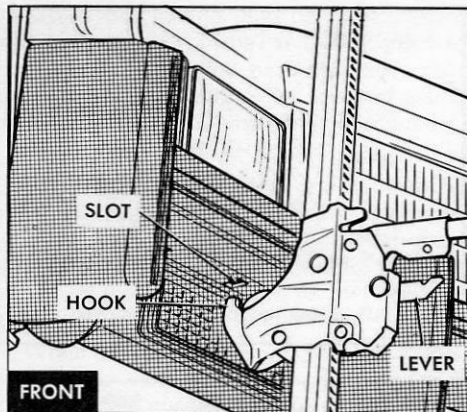


FIG. 3-6: JACK POSITION —
ELDORADO

- shown in jack column angle illustration.
- Place lever in "UP" position to raise vehicle.
- Always operate jack with slow smooth motion.
- Raise vehicle so fully inflated tire just clears surface.
- Remove all wheel nuts and remove tire and wheel.
- If installing stowaway spare tire, see

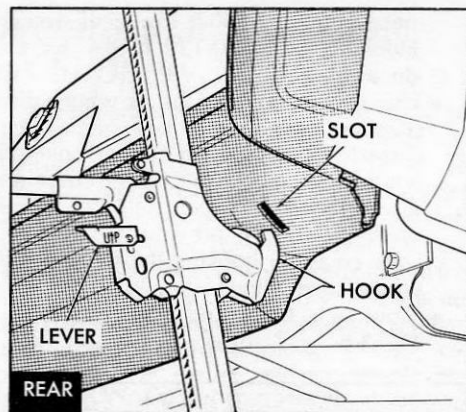


FIG. 3-7: JACK POSITION —
ELDORADO

- specific instructions on Page 75.
- Replace wheel. Install wheel nuts with cone-shaped end toward wheel, then **slightly tighten** each nut.
- With lever in "down" position, lower vehicle, remove jack, then fully tighten wheel nuts in a criss-cross sequence. After changing wheels, be sure to have a mechanic check the wheel nut tightness with a torque wrench and correct if

necessary to 80-100 ft. lbs. for all except Eldorado, and 100-130 ft. lbs. for Eldorado.

- Use jack handle to install wheel disc (standard spare tire). Strike extreme outer diameter of disc with rubber covered portion. Do not install wheel cover on stowaway spare wheel. Reinstall wheel opening cover if previously removed. Lock cover by hooking the locking rod on the cover flange.
- Stow jack, tools, and wheel assembly, Fig. 3-8.

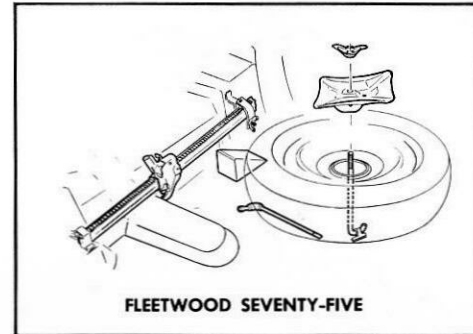
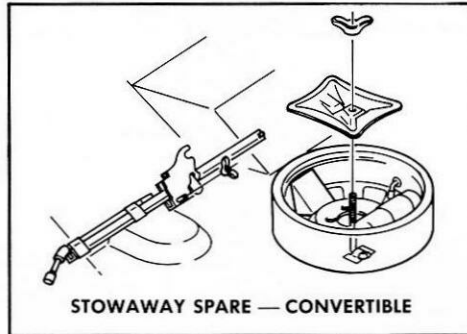
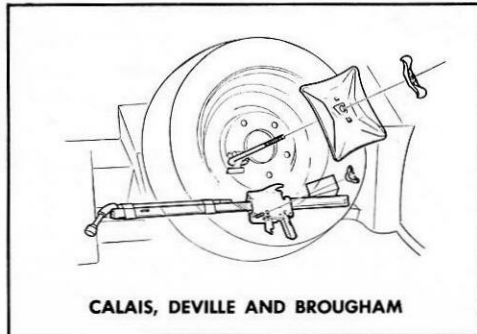
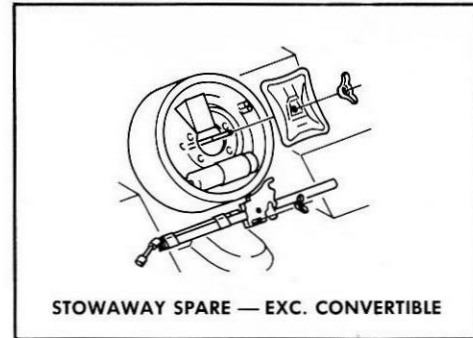
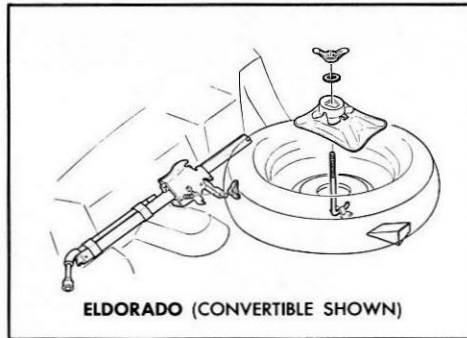


FIG. 3-8: SPARE TIRE, JACK, AND TOOL STOWAGE

Towing

Proper lifting and towing equipment is necessary to prevent damage to the vehicle during any towing operation. State (Provincial in Canada) and local laws applicable to vehicles in tow must also be followed. Detailed towing instructions are available at your Cadillac Dealer.

Your Cadillac may be towed on all four wheels, at speeds of less than 35 mph, for distances up to 50 miles, provided the driveline, axle, transmission, and steering system are otherwise normally operable. Use only towing equipment specifically designed for this purpose following the instructions of the towing equipment manufacturer. A separate safety chain system must be used. For such towing the steering must be unlocked, transmission in neutral and the parking brake

released. Attachments must be made to main structural members of the car. Do not attach to bumpers or associated brackets. Remember that power brake and power steering assists will not be available when engine is inoperative.

When a speed of 35 MPH or distance of 50 miles will be exceeded, or when the transmission is not operating properly, the drive wheels (front wheels on Eldorado) must be raised off the ground or (on rear wheel drive cars) the drive shaft disconnected.

When towing vehicles on the front wheels, the steering wheel should be secured to maintain a straight ahead position.

NOTE: Do not use the locking feature of the Anti-Theft Steering Column Lock to secure the front wheels for towing purposes.

Freeing Car From Soft or Slippery Surface

If it becomes necessary to rock the car to free it from sand, mud or snow, move the transmission selector lever from "Drive" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. For best possible traction, avoid spinning wheels when trying to free the car. The use of AC Liquid Tire Chain is recommended for temporary assistance when traction is lost on ice or snow.

CAUTION: Do not spin wheels in excess of 35 mph as indicated on the speedometer. Personal injury and severe damage may result from excessive wheel spinning including tire disintegration or drive axle failure.



SECTION 4

APPEARANCE CARE

Care of the Interior

Belt Restraint Care

- Clean only with mild soap solution and lukewarm water.

- Do not bleach or dye belts since this may severely weaken belts.

Care and Cleaning of Interior Trim—With the advent of modern trim materials composed of synthetic plastics and/or man made



FIG. 4-1: 1975 COUPE DE VILLE

fibres, it is EXTREMELY IMPORTANT that proper cleaning techniques and cleaners be used when cleaning interior trim. Failure to do this on the first cleaning may result in water spots, spot rings, setting of stains or soilage, all of which make it more difficult or impossible to remove in a second cleaning.

Certain portions of the following cleaning instructions are emphasized type; they are particularly important and *must* be performed.

Dust and loose dirt that accumulates on interior fabric trim should be removed frequently with a vacuum cleaner, whisk broom or soft brush. Vinyl or leather trim should be wiped regularly with a clean damp cloth. Normal trim soilage, spots or stains can be cleaned with the following GM cleaners.

<u>Cleaner</u>	<u>Size</u>	<u>GM Part Number</u>
GM Fabric Cleaner (Solvent Type)	16 oz. can Gallon can	1050244 1050417
GM Multi-Purpose Powdered Cleaner (Foam Type)	16 oz. Container 6 lb. can	1050803 1050429

The above cleaners are EXCELLENT CLEANERS when used properly according to directions on containers and are available through the GM Parts System.

NEVER use gasoline, nail polish remover or acetone, lacquer thinners, bleaches, etc. Some basic steps should be remembered before the cleaning is attempted:

1. Remove stains as quickly as possible before they become "set".
2. Use a clean cloth or sponge and change to a clean area frequently. (A soft brush may be used if stains persist).
3. Use solvent type cleaners in a well ventilated area. Do not saturate the stained area.
4. If a ring should form after spot cleaning, the entire area of the trim assembly should be cleaned *immediately*.
5. Follow instructions on the label of the cleaner.

CAUTION: Many cleaners may be toxic or flammable and their improper use may cause personal injury, or may cause damage to the interior. Therefore, when cleaning the interior, do not use volatile clean-

ing solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the adjacent fabric cleaning instructions on stain removal). Never use carbon tetrachloride, gasoline, or naphtha for any cleaning purpose.

Cleaning General Soilage or Water Spots From Fabric Trim With Foam Type Cleaner—GM Multi-Purpose Powdered Cleaner is excellent for this type cleaning and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning

Vacuum area thoroughly to remove excess loose dirt. ALWAYS clean a full trim assembly or complete trim section — mask adjacent trim along stitch or welt lines. Mix Multi-Purpose Powdered Cleaner in strict accordance with directions on label of container — mix proportionally for smaller quantities. USE SUDS ONLY ON A CLEAN SPONGE or SOFT BRISTLE BRUSH — DO NOT WET FABRIC EXCESSIVELY OR RUB HARSHLY WITH BRUSH. IMMEDIATELY AFTER CLEANING WIPE OFF ANY CLEANER RESIDUE WITH SLIGHTLY DAMP ABSORBENT TOWEL OR

CLOTH. **IMPORTANT** — IMMEDIATELY AFTER WIPING, FORCE-DRY FABRIC WITH AIR HOSE, HEAT DRYER OR HEAT LAMP. (Use caution with heat dryer or heat lamp to prevent damage to fabric). When trim materials having a sheen or luster finish are dry, wipe fabric lightly with a soft, dry clean cloth to restore sheen or luster.

IMPORTANT: Be sure vehicle is well ventilated while using any cleaning agents. Follow manufacturer's recommendations in using such products.

Spot Cleaning Fabric Trim Materials With Solvent Type Cleaner—Before attempting to remove spots or stains from fabric, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed as soon as possible. Some types of stains or soilage such as lipsticks, some inks, certain types of grease etc., are extremely difficult and, in some cases, impossible to completely remove. When clean-

ing this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

GM Fabric Cleaner (Solvent Type) is excellent for spot cleaning stains containing grease, oil or fats from fabric type trim. Excess stain should be gently scraped off trim material with a clean DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure, and clean cloths (preferably cheese cloth). Cleaning action should be from outside of stain FEATHERING towards center of stain and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer or heat lamp to help prevent a cleaning ring (use caution with heat dryer or heat lamp to prevent damage to fabric material). If a ring forms, immediately repeat the cleaning operation over a slightly larger area with special emphasis on FEATHERING towards center of area. If ring still persists, mark off adjacent trim sections and clean entire affected trim panel section with GM Multi-Purpose Powdered Cleaner as previously described under "Cleaning. . . With Foam Type Cleaner".

Removal of Specific Stains

Grease Or Oil Stains — Includes grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalts. Carefully scrape off excess stain; then use Fabric Cleaner (Solvent Type) as previously described. Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible — use caution as cleaner will dissolve them and may cause them to bleed.

Non-Greasy Stains — Includes catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit, and blood. Carefully scrape off excess stain; then sponge stain with cool water. If stain remains use Multi-Purpose Powdered Cleaner (Foam Type) as previously described. If odor persists after cleaning vomitus or urine, treat area with a water-baking soda solution (1 teaspoon baking soda to 1 cup of tepid water) — finally, if necessary, clean lightly with fabric cleaner (Solvent Type).

Combination Stains — Includes, candy, ice cream, mayonnaise, chile sauce and unknown stains. Carefully scrape off excess stain; then clean first with *cool* water and

allow to dry. If stain remains, clean with Fabric Cleaner (Solvent Type).

Cleaning Vinyl or Leather Trim

Ordinary soilage can be removed from vinyl or leather with warm water and a mild soap, saddle soap, oil soap, or equivalent. Apply a small amount of soap solution and allow to soak for a few minutes to loosen dirt; then, rub briskly with a clean damp cloth to remove dirt — and soap residues. This operation may be repeated several times if necessary. Some soilage such as tars, asphalts, shoe polish, etc. will stain if allowed to remain on trim — they should be wiped off as quickly as possible and the area cleaned with a clean cloth dampened with GM Fabric Cleaner (Solvent Type).

Care of the Exterior

Washing — The best way to preserve the finish is to keep it clean. Frequent washings are required to maintain its original beauty. Wash the car with either warm or cold (never hot) water, not in the direct rays of the sun, and not while the sheet metals surfaces are hot. Never wipe dirt from dry painted surfaces as this may scratch the finish. The use of strong

soaps and chemical detergents should be avoided. All cleaning agents should be promptly flushed from the surface and not allowed to dry or they may streak the finish.

Polishing and Waxing — Even though the acrylic paint on your car is more durable than conventional finishes, under certain conditions you may wish to wax or polish your car to provide maximum protection.

Calcium chloride and other salts, ice-melting agents, road oil and tar, tree sap, chemicals from factory chimneys and other foreign matter may damage any automobile finish if allowed to remain in contact with paint.

Prompt washing may not thoroughly remove these deposits and, particularly in geographical areas where these exposure conditions are severe, properly applied high quality polishes and waxes will provide the best protection. Authorized Cadillac Dealers offer GM Magic Mirror, Blue Coral and GM Body Polish and Cleaner, which have proven their value in maintaining a fine finish.

NOTE: Some chemical cleaners used for removing road oil and tars from painted sur-

faces have been found to be detrimental to acrylic finishes. When purchasing a cleaner, make sure the instructions specifically state that the contents can be safely used on an acrylic finish. GM Tar and Road Oil Remover is recommended for this purpose.

Glass — Dirt and insects can be removed from glass with clean water. Never wipe dirty glass with dry paper or cloth. Periodic inspection and replacement of wiper blades will reduce the possibility of glass becoming scratched and assure clear vision under adverse driving conditions.

REMINDER: Never "scrape" the inside surface of a De-Fogger equipped rear window—the de-fogging element could be damaged.

White Sidewall Tires — GM White Sidewall Tire Cleaner is recommended. Foaming type household cleansers may also be used. Do NOT use gasoline, kerosene, or any oil product that will discolor the tire sidewalls or damage the rubber.

Chrome — Many parts of your Cadillac, such as the bumpers and body hardware, are

chromium plated. Chrome plating is susceptible to the actions of solutions being used on streets and highways to melt ice. Corrosive damage may also be caused by salt air near coastlines, industrial smoke and other conditions found in urban areas. When such conditions exist, frequent washing and waxing are necessary. GM Chrome Cleaner is an excellent material for cleaning the chrome on your car.

Vinyl Covered Roof — To wash the vinyl covered roof, use lukewarm water and suds from a neutral soap. A cloth or soft-bristled brush is recommended for applying the solution of suds. Deeply embedded dirt can be removed with a nylon bristled brush and a small amount of a mild foam type cleanser such as GM Multi-Purpose Powdered Cleaner. All traces of the cleanser should be removed with clean water. Do NOT use volatile cleaners, naphtha, gasoline, harsh household cleaners and detergents, or bleaching agents. A wire brush will seriously damage the vinyl roof material, and should not be used.

Care of Convertible Top and Rear Window — The convertible top should never be subjected to volatile cleaners or household

bleaches. Frequent washing with neutral soap suds, lukewarm water and a soft bristle brush is normally all that is necessary to maintain the "like new" look. In the event heavy soilage, or stubborn stains are encountered, a mild foaming cleanser, lukewarm water and a soft bristle brush may be used. If desired, the top may be supported from the underside during the cleaning operation. Regardless of which cleaning method is used, a generous amount of rinse water is to be used, as any soap that may have run down on the body finish may cause streaks if allowed to dry.

Volatile cleaning agents should be avoided

as these liquids could have a deteriorating effect if spilled on the convertible top material or any painted finish.

After cleaning the top, be certain the top is thoroughly dry before it is lowered.

The rear window in the back curtain may be cleaned in the same manner as all body glass.

Outside Mirrors — When cleaning, the outside rear view mirror, use a soft cloth and a mild detergent or ammoniated cleaning solution. For removal of ice, use a de-icer (spray type, blower type, etc.) Scraping ice from the mirror face could cause permanent damage.

Special Notes

Undercoating — Undercoating should not be applied to any moving or rotating part. It should be kept off bumper energy absorbers, steering damper (Eldorado), shock absorbers, air conditioner fittings, body drainholes, exhaust system, propeller shaft, axle housing, component vents and air filters. On cars equipped with Automatic Level Control, particular care should be taken not to undercoat any fittings, lines, or system components.



SECTION 5

SERVICE AND MAINTENANCE

CADILLAC SERVICE—Cadillac Motor Car Division recommends that your Cadillac be serviced at Authorized Cadillac Dealers. These dealerships are equipped with facilities, trained personnel, and General Motors parts to service and maintain your Cadillac according to factory recommendations.

MAINTENANCE SCHEDULE — For owner convenience, a separate maintenance folder has been provided with your car which contains a complete schedule and brief explanation of the safety, emission control, lubrication and general maintenance it requires. The maintenance folder information is supplemented by this section of the Owner's Manual as well as a warranty information folder also furnished with your car. Read all three publications for a full understanding of vehicle maintenance requirements.

Fuel Requirements

Your Cadillac is designed to operate only on unleaded gasoline of at least 91 Research Octane. The gasoline should also have a Motor Octane of at least 83. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark plug fouling, Fig. 5-5. The use of leaded gasoline can severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

If the service station gasoline pump has a symbol similar to that in Fig. 1, use *unleaded gasoline with a symbol number of 2*. If the pump has a label indicating gasoline in terms of the average of Research and Motor Octane [$\frac{R+M}{2}$] as shown in Fig. 1-1, use *unleaded gasoline with a number of at least 87*.

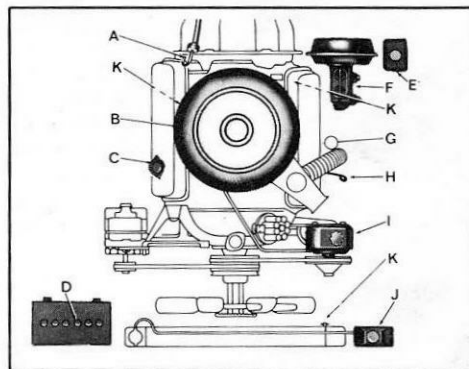


FIG. 5-1: FLUID FILLER LOCATIONS

- | | |
|---|---|
| A. Transmission Dipstick and Filler-Except Eldorado., | G. Transmission Dipstick and Filler-Eldorado. |
| B. Carburetor Air Filter | H. Engine Oil Dipstick. |
| C. Engine Oil Fill Cap. | I. Power Steering Fluid Reservoir. |
| D. Battery Fill Caps. | J. Coolant Recovery Tank |
| E. Windshield Washer Reservoir. | K. Coolant Drains. |
| F. Brake Fluid Reservoir. | |

GAS CAP—Located behind the license plate on all models. The fuel tank filler cap is removed by unscrewing it (counterclockwise). Install cap by turning it (Fig. 5-4) clockwise until it is tight; indicated by clicking sound. The gas cap has a pressure-vacuum relief

valve and a ratchet mechanism to prevent over-tightening during installation.

NOTE: If this cap requires replacement, only a cap with these same features should be used. Failure to use the correct cap can result in a malfunction of the fuel system or emission control system. Correct replacement caps may be obtained from your Cadillac dealer.

FUEL FILTER — The fuel filter is located in the carburetor fuel inlet or, if equipped with fuel injection, the filter is located at lower left front side of engine. When replacement is necessary an AC ACron filter is recommended.

Catalytic Converter

The catalytic converter is an emission control device added to the exhaust system to reduce hydrocarbon and carbon monoxide pollutants from the exhaust gas stream, Fig. 5-2. The converter contains beads which are coated with a catalytic material containing platinum and palladium, Fig. 15-3.

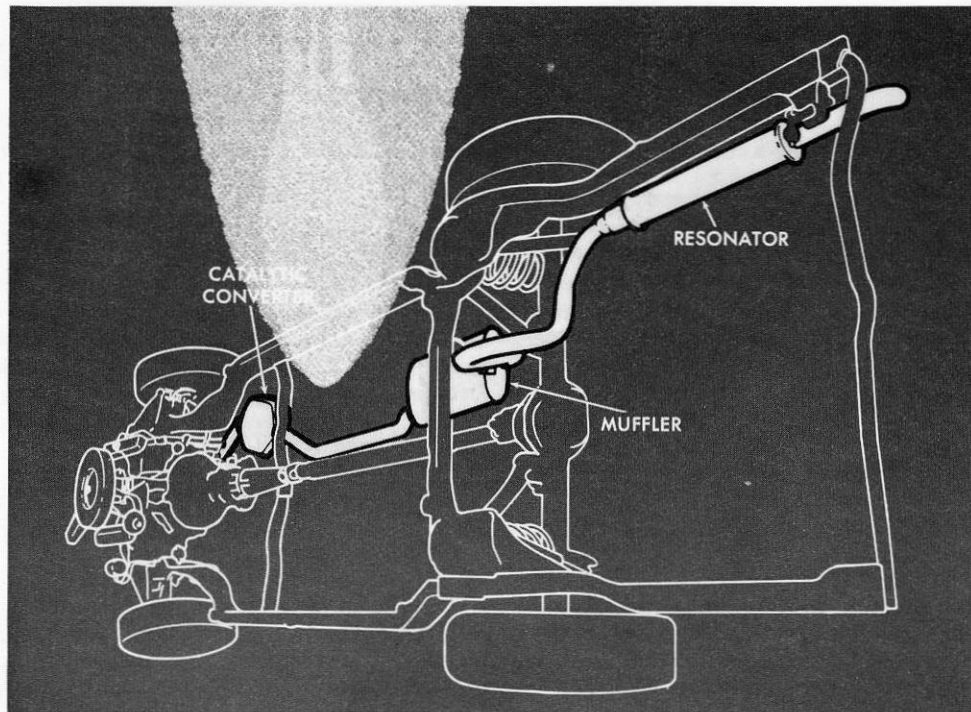


FIG. 5-2: CATALYTIC CONVERTER SYSTEM

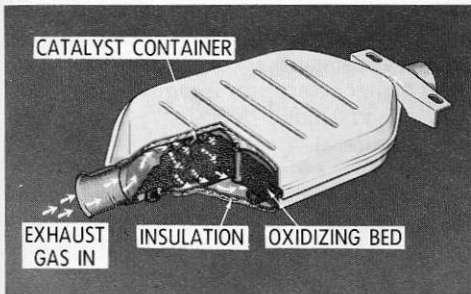


FIG. 5-3: CATALYTIC CONVERTER UNIT—TYPICAL

Unleaded gasoline is used to reduce combustion chamber deposits, corrosion, and to prevent lead contamination of the catalyst that would render it ineffective. *The use of leaded fuel will reduce the effectiveness of the catalytic converter as an emission control device.*

CAUTION: It is important to keep your engine properly tuned.

Carburetor Air Cleaner

When replacement is necessary, an AC ACron air filter element is recommended.

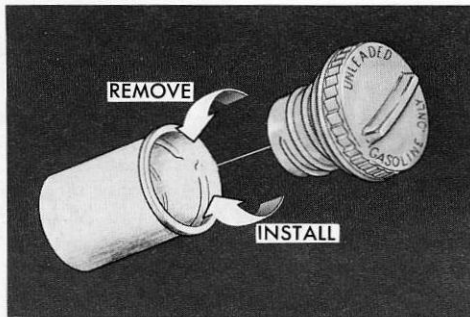


FIG. 5-4: SCREW-ON FUEL CAP

CAUTION: Do not remove the engine air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed backfiring can cause fire in the engine compartment.

Engine Oil and Filter Recommendations

Oil containers are labeled to indicate that the oil meets or exceeds certain quality standards. Oils labeled "SE" meet the lubricant

requirements specified for your engine.

Observe the following important oil and filter recommendations:

- Use only SE engine oil.
- Change oil each 6 months or 7,500 miles. If more than 7,500 miles are driven in a 6-month period, change oil each 7,500 miles.
- Change oil each 3 months or 3,000 miles, whichever occurs first, under the following conditions:
 - driving in dusty conditions
 - trailer pulling
 - extensive idling
 - Short-trip operation at freezing temperatures (engine not thoroughly warmed-up).
- Operation in dust storms may require an immediate oil change.
- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters provide excellent engine protection.

See your Cadillac dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

The above recommendations apply to the first oil change as well as subsequent oil

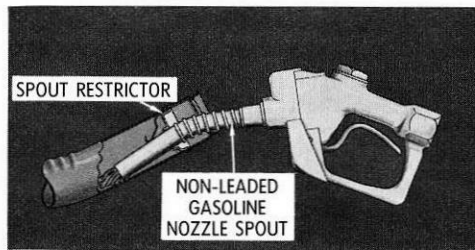


FIG. 5-5: UNLEADED FUEL FILLER AND NOZZLE

changes. The oil change interval for your Cadillac engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those recommended will seriously reduce engine life and may affect Cadillac's obligation under the provisions of the New Vehicle Warranty.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

It is normal to add some oil before the drain

period. Requirements will vary, depending on the type of driving you do, but the addition of one quart each 800 miles would not be considered excessive.

NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued reliability and performance from your Cadillac engine.

Recommended Viscosity—Select the proper oil viscosity from the oil viscosity chart, Fig. 6-4.

NOTE: SAE 5W-30 oils are recommended for all seasons in vehicles normally operated in Canada. SAE 5W-20 oils are not recommended for sustained high-speed driving. SAE 30 oils may be used at temperatures above 40°F.

The proper oil viscosity helps assure good cold and hot starting.

Supplemental Engine Oil Additives—The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental addi-

tives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive—"Super Engine Oil Supplement"—is available at your Cadillac dealer. In the event of an operational problem, consult your dealer for advice before using supplemental additives.

Checking Oil Level—Engine oil should be maintained at the proper level. For an accurate reading, proceed as follows:

- Check engine oil level with engine hot; after engine is shut off wait several minutes to allow normal oil accumulation in the engine to drain back into the crankcase.
- Remove the oil dip stick, Fig. 5-1, and wipe it clean.
- Reinsert it fully, remove and observe oil level.

The oil dipstick is marked "ADD 1 QT." and "FULL". Do not add oil if oil level is above the "Add 1 Qt." line. The oil level should be maintained between the lines neither going

above the "FULL" line nor appreciably below the "Add 1 Qt." line. The engine oil filler cap is located on top of the right rocker arm cover.

- Reseat the dipstick firmly after taking the final reading.

Engine Oil Capacity—The oil capacity of your Cadillac engine is shown in Specifications Section. One additional quart is required when the oil filter is changed.

Automatic Transmission Filter and Fluid Recommendations

Use automatic transmission fluids identified with the mark DEXRON ® II, available from your Cadillac dealer or local service station.

Check the fluid level at each engine oil change period. To make an accurate fluid level check:

1. Drive car several miles, making frequent starts and stops, to bring transmission up to normal operating temperature (approx. 170°F).
2. Park car on a level surface.

3. Place selector lever in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until cap seats.
6. Remove dipstick and note reading.

If fluid level is at or below the ADD mark, add sufficient fluid to raise the level to the FULL mark. One pint raises the level from ADD TO FULL. *Do not overfill.*

If the vehicle cannot be driven sufficiently to bring the transmission to operating temperature and it becomes necessary to check the fluid level, the transmission may be checked at room temperature (approx. 70-80°F) as follows:

1. With car parked on level surface, place selector lever in "Park", apply parking brake and start engine. Do not race engine.
2. Apply service brake and move selector lever through each range.
3. Place selector lever in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until cap seats.
6. Remove dipstick and note reading.

Fluid level on the dipstick should be approximately ¼" below the "ADD" mark. If

additional fluid is required, add sufficient fluid to bring level approximately ¼" below the "ADD" mark. When transmission fluid level is correctly established at 70-80°F, it will appear at the "FULL" mark on the dipstick when the transmission reaches its normal operating temperature of 170°F.

Do not overfill, as foaming and loss of fluid through the vent pipe might occur as fluid heats up. If fluid is too low, especially when cold, complete loss of drive may result which can cause transmission failure.

Under normal driving conditions, the transmission fluid and filter should be changed every 100,000 miles. If your car is driven extensively in heavy city traffic or is used to pull a trailer, change fluid and filter every 50,000 miles. Likewise, operators of cars in commercial use (such as taxi-cab or limousine, service) where engine idles for long periods, should change fluid and filter every 50,000 Miles.

Engine Cooling System

The recovery type cooling system is standard on all Cadillac engines. The coolant expands with rising temperature and the over-

flow is collected in the recovery tank. When the system temperature drops, the coolant is drawn back into the radiator. The cooling system has been filled at the factory with a high-quality, inhibited, year-around coolant that meets the standards of General Motors Specification 1899-M. This coolant solution provides freezing protection to -40°F., and it has been formulated to be used for two years or 30,000 miles. After two years or 30,000 miles, the coolant should be drained to prevent rust or corrosion in the radiator and engine.

Cooling System Care — Do not remove radiator cap to check coolant level, but check visually in the “see thru” coolant recovery tank, Fig. 5-1, as frequently as needed. Level should be at the “full cold” mark on the recovery tank when the system is cold, and at the “full hot” mark at normal operating temperature. Add a 50/50 mixture of high-quality ethylene glycol antifreeze and water to the recovery tank for coolant additions. If frequent additions are required, see your dealer for a cooling system check.

NOTE: If recommended quality antifreeze is used, supplemental inhibitors or additives claiming to provide increased cooling capa-

bility are not necessary. They may be detrimental to the efficient operation of the system, and represent an unnecessary operating expense.

The cooling system should be serviced every year as follows:

- Wash radiator cap and filler neck with clean water.
- Check coolant for proper level and freeze protection.
- Test system and radiator cap for proper pressure holding capacity (15 psi). If required, use cap designed by AC for coolant recovery systems and specified for your Cadillac.
- Tighten hose clamps and inspect all hoses. Replace hoses every 24 months; earlier if swollen, checked, or otherwise deteriorated.
- Clean frontal area of radiator core and air conditioning condenser.

Every two years or 30,000 miles, whichever occurs first, the cooling system should be flushed and refilled using the following recommended procedure:

1. Remove radiator cap when engine is cool:

- Rotate cap slowly counterclockwise to detent (Do not press down while rotating).
- Wait until residual pressure (indicated by a hissing sound) is relieved, then press down on cap and continue to rotate counterclockwise.

CAUTION: To avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot because scalding fluid and steam will be blown out under pressure.

2. Run engine, with radiator cap removed, until upper radiator hose is hot (indicates thermostat is open).
3. Stop engine and open radiator drain valve to drain coolant. (Operation may be speeded by removing drain plugs in the block.)
4. Close valve (install block drain plugs, if removed) and add sufficient water to fill system.
5. Repeat steps 1, 2, 3, and 4, a sufficient number of times until the drained liquid is nearly colorless.

6. Allow system to drain completely and then close radiator drain valve tightly. (Install block drain plugs, if removed.)
7. Remove recovery cap leaving hoses in place. Remove coolant recovery tank, empty fluid, scrub and clean bottom and sides of tank with detergent and water, flush well with clean water, drain and reinstall.
8. Add sufficient ethylene glycol coolant, meeting GM specification 1899-M, to provide the required freezing and corrosion protection — at least a 50 percent solution (-40°F.). Fill radiator to the base of the filler neck and bring level of coolant in the recovery tank to the "FULL HOT" mark. Reinstall recovery tank cap.
9. Run engine, with radiator cap removed, until radiator upper hose becomes hot.
10. With engine idling, add coolant to radiator until level reaches bottom of filler neck; install cap making certain arrows line up with overflow tube.

It is the owner's responsibility to:

- Maintain cooling system freeze protection at -40°F. or below to ensure protection against corrosion and loss of

coolant from boiling, even though freezing temperatures are not expected.

- Add ethylene glycol base coolant that meets GM Specification 1899-M when coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than -40°F.

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Cadillac at any time.

THERMOSTAT

The cooling system is protected and controlled by a thermostat that maintains a satisfactory engine operating temperature. This thermostat is installed in the engine coolant outlet and is designed for continuous use through both winter and summer. When replacement is necessary, Delco Parts are recommended.

Rear Axle or Final Drive Lubricant

Every 6 months or 7,500 miles, whichever occurs first, check lubricant level* and add

lubricant, if necessary, to fill to level of filler plug hole. Use SAE 80W or SAE 80W-90 GL-5 Gear Lubricant. For those vehicles normally operated in Canada, use SAE 80W GL-5 Gear Lubricant.

*Clean area around filler hole before removing filler plug and take care to prevent dirt from entering hole and contaminating the lubricant.

Heavy Duty Operation — Change axle or final drive lubricant each 15,000 miles.

CONTROLLED DIFFERENTIAL — Drain and refill after the first 15,000 miles with special gear lubricant available from your Cadillac Dealer.

Power Steering System

Check the fluid level in the pump reservoir at each oil change period. Add GM Power Steering Fluid (or Automatic Transmission Fluid DEXRON® II) as necessary to bring level into proper range on filler cap indicator depending upon fluid temperature, Fig. 5-6.

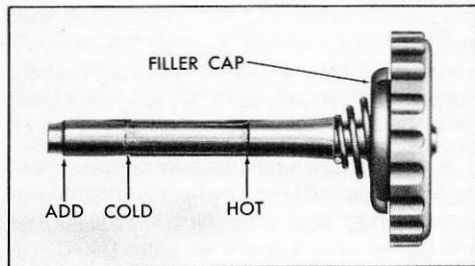


FIG. 5-6: POWER STEERING FLUID GAGE

If at operating temperature (approximately 150°F — hot to the touch), fluid should be between "HOT" and "COLD" marks. If at room temperature (approximately 70°F), fluid should be between "ADD" and "COLD" marks. Fluid does not require periodic changing. Fasten cap securely after checking.

Wheel Bearings

The front wheel bearings (on all except Eldorado) and Eldorado rear wheel bearings require repacking and adjusting when brake lin-

ings are replaced or when major service is performed on that axle. Repack with a #2 grade lithium high melting point wheel bearing grease.

When bearing replacement is necessary, Delco NDH parts are recommended.

Brakes

REMINDER: The front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is applied firmly. See also the various brake checks listed in the Cadillac Maintenance Schedule folder.

When replacement parts are required, GM and Delco parts are recommended.

Use Delco Supreme 11 Super Heavy Duty Brake Fluid or brake fluids conforming to DOT-3 specifications.

Suspension—Front and Rear

All (eleven) front suspension and steering linkage connections require lubrication each 6 months or 7,500 miles. Steering linkage pivots must be replaced when worn or loose.

The rear suspension system is maintenance free. However, it is recommended that it be inspected periodically by an Authorized Cadillac Dealer to make certain that no accidental damage has occurred that could affect its performance.

Battery Care

Battery fluid level should be checked* at every engine oil change. However, in warm weather, fluid level should be checked at two-week intervals. Maintain battery fluid level up to the split ring in each cell.

Use only colorless, odorless drinking water or distilled water to fill the battery. If water is added during freezing weather,

drive the car a minimum of five miles. This mixes the added water into the electrolyte and will prevent it from freezing and damaging the battery.

Have the battery charge checked regularly during extremely cold weather. Make sure the cable ends are clean and attaching screws properly tightened to the battery terminals.

For full wattage requirements, a Delco Battery with flame arrestor vent caps is recommended at replacement time.

CAUTION: Never expose battery to open flame or electric spark — chemical action in the battery generates hydrogen gas which is flammable and explosive. Do not allow battery fluid to contact eyes, skin, fabrics, or painted surfaces — fluid is a corrosive sulfuric acid solution which could cause serious personal injury or property damage. FLUSH ANY CONTACTED AREA WITH WATER IMMEDIATELY AND THOROUGHLY. WEAR EYE PROTECTION WHEN WORKING ON OR NEAR BATTERY.

Remove rings, metal watchbands and other metal jewelry before working on or around a battery. Be careful in using metal tools and equipment. If such metal should contact the positive battery terminal (or metal in contact with it) and any other metal on the car, a short circuit may occur which could cause personal injury. Batteries and battery acid should always be kept out of the reach of children.

Windshield Washer Solvent

Use GM Optikleen windshield washer solvent to prevent freezing and for better cleaning of the windshield.

NOTE: Follow the directions on the label for correct mixture, otherwise paint damage may result. Do not mix other windshield washer solvents with Optikleen as they may not be compatible.

Tires

NOTE: Additional owner information about your steel belted radial tires is contained in the special tire "Owner's Guide and Guarantee Booklet".

The factory installed tires on your car as shown in the Tire Usage chart, Fig. 5-7, are designed to provide the best all-around performance for normal vehicle operation. All tires are steel belted whitewall radials. When inflated as recommended on the tire pressure placard, located on glove compartment door of your vehicle, they have the load carrying capacity to operate satisfactorily at all normal highway speeds.

Inflation Pressure — The tire inflation pressures listed on the tire placard, Fig. 5-8, have been selected to provide the best tire life, riding comfort and handling stability for normal driving conditions. When inflated at the highest pressures shown on the placard, the tires have the load carrying capacity to operate satisfactorily at all loads up to and including the vehicle capacity load (total pounds) which also is shown on the placard. In addition, these pressures will re-

MODEL	TIRE USAGE
Calais, DeVille,	LR78-15 Load Range B T.P.C. Spec. No. 1005
Fleetwood Brougham	
Fleetwood Eldorado	
Fleetwood Seventy-Five	LR78-15 Load Range D T.P.C. Spec. No. 1009
Commercial Vehicle	NR78-15 Load Range D T.P.C. Spec. No. 1012

FIG. 5-7: TIRE USAGE


		1606683		(HW)	
CALAIS & DEVILLE					
VEHICLE CAPACITY					
SIX OCCUPANTS (3 FRONT, 3 REAR) PLUS 200 LBS. TRUNK LOAD (1100 LB. TOTAL)					
RECOMMENDED TIRE INFLATION PRESSURES POUNDS PER SQUARE INCH (COLD)					
VEHICLE LOAD		UP TO VEHICLE CAPACITY	FRONT 24	REAR 28	
		UP TO FIVE OCCUPANTS (750 LB. TOTAL)	FRONT 23	REAR 23	
RECOMMENDED TIRE SIZE DESIGNATION LR 78-15 LOAD RANGE B					
BECAUSE OF POSSIBLE ADVERSE EFFECTS ON VEHICLE HANDLING, DO NOT MIX RADIAL PLY TIRES WITH OTHER TYPE TIRES ON THE SAME VEHICLE. REFER TO OWNER'S MANUAL FOR ADDITIONAL INFORMATION.					

FIG. 5-8: TIRE PLACARD INSIDE GLOVE COMPARTMENT DOOR—TYPICAL

sult in improved fuel economy. For those owners who prefer the utmost in comfort, the reduced tire pressures listed on the placard may be used when loads of (5 occupants or less) are carried.

Vehicle Loading — Do not load your vehicle beyond the vehicle capacity (total pounds) shown on the tire placard. This figure represents the design capacity of the vehicle, not merely of the tires. When tow-

ing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch. (See "Trailer Towing" in Section 1 of this manual.) Vehicles equipped with luggage racks do not have a vehicle load capacity greater than specified on the tire placard.

Tire Wear and Rotation — Uneven or abnormal tire wear is usually the result of incorrect inflation pressure, lack of regular rotation, improper wheel alignment, wheels being out-of-balance, or poor driving habits. Underinflation, incorrect toe or camber and fast cornering produce different types of abnormal wear which can be diagnosed by your dealer.

The original equipment tires incorporate built-in tread wear indicators, Fig. 5-9, to assist you in determining when your tires have been worn to the point of needing replacement. These indicators appear as 1/2 inch wide bands when tire tread depth is 1/16 inch or less. When the indicators appear in two or more adjacent grooves at 3 locations around the tire, or when cord or

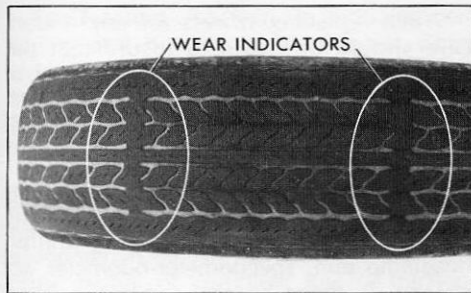


FIG. 5-9: TIRE TREAD WEAR INDICATORS

fabric is exposed, tire replacement due to tread wear is recommended.

To equalize wear, it is recommended that tires be rotated according to the diagram in Fig. 5-10 or 5-11. Radial tires should be rotated at the first 7,500 miles and then at least every 15,000 miles thereafter. For the longest tire life, any time irregular wear is noticed, have the tires inspected and rotated by your car or tire dealer and have the cause of the uneven wear corrected. Be certain to check wheel nut tightness (see "Jacking Instructions") and to adjust the tire pres-

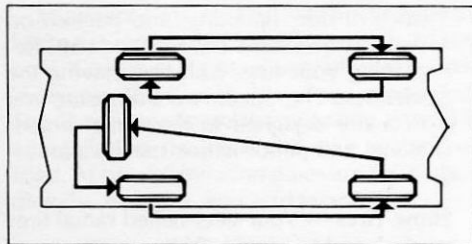


FIG. 5-10: FIVE-TIRE ROTATION

ures after rotation to agree with those recommended on the tire inflation placard inside glove compartment door.

NOTE: It is recommended that disc brake pads be inspected for wear whenever tires are rotated.

Tire Damage and Repair — Tires with cuts, splits or cracks deep enough to expose the fabric, should be removed from service. Bulges usually indicate internal damage, and the tire should be removed. Tires with questionable damage should be removed from the wheel and examined by an expert.

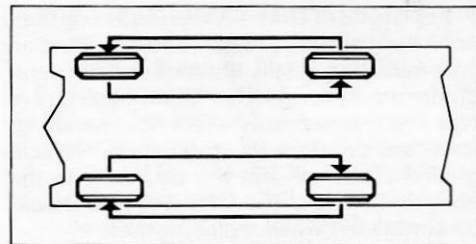


FIG. 5-11: FOUR-TIRE ROTATION

If an air loss occurs while driving, do not attempt to drive on the deflated tire more than is necessary to stop safely. Driving even a short distance can damage a tire beyond repair.

Temporary repairs, such as "blowout" patches, or any repair made from the outside of the tire should not be made except in emergencies. Such "stop-gap" devices as plugs and aerosol-type sealants are good for no more than 100 miles of driving at speeds not over 50 mph. A permanent vulcanized repair or patch applied from inside the tire should be made as soon as possible. Also, the installation of an inner tube in a damaged tubeless tire is not a recommended repair procedure.

Replacement Tires — When replacing tires, only the size, load range, and construction type (radial) originally installed on your vehicle are recommended. Use of any other size or type tire may seriously affect ride, handling, speedometer/odometer calibration, vehicle ground clearance and tire clearance to the body and chassis. The following also should be considered when replacing tires:

- Because of possible adverse effects on vehicle handling, do not mix radial ply tires with other type tires on the same vehicle (such as bias or bias-belted snow tires.)
- When replacing only one tire, it should be paired with the tire having the least wear, to equalize braking traction.
- Steel-belted radial tires have a TPC Spec. No. (Tire Performance Criteria Specification Number) molded on the sidewalls near the tire size marking. This designation indicates that the tire meets rigid dimensional and performance standards which were developed for your Cadillac. These specifications insure a proper bal-

ance of ride, handling, and traction on wet, dry and snow covered surfaces. Replacing your tires with tires having the identical TPC Spec. No. will assure you of a tire designed to the same dimensional and performance specifications.

Snow Tires — Your steel-belted radial tires were designed to provide better traction performance in snow than conventional construction type tires without snow treads. However, if you equip your vehicle with snow tires, use **ONLY RADIAL SNOW TIRES**. Snow tires should be inflated 4 psi above the recommended pressures shown on the tire placard up to a maximum of 32 psi (cold) for load range B tires, and 40 psi for load range D tires. It is recommended that vehicle speeds be limited to a maximum of 75 mph if snow tires are installed.

Replacement Wheels — Wheels must be replaced if they become bent, are heavily rusted, if the lug nuts won't stay tight, or if they leak air. Straightening bent wheels or using inner tubes in leaking wheels are not recommended repair procedures.

When replacing wheels for any reason, care should be taken to insure that the wheels are equivalent to those removed in load capacity, diameter, rim width, and offset. Correct replacement wheels can be obtained from your Cadillac dealer.

Use of any other size or type wheel may adversely affect wheel and wheel bearing life, brake cooling and stopping ability, headlamp aim, speedometer-odometer accuracy, bumper height, vehicle ground clearance and tire clearance to the body and chassis.

The use of used wheels is also not recommended; if they have been run overloaded or under other severe operating conditions for extended periods, the wheel's life may have been greatly shortened.

Warranty — Tires are warranted by the tire manufacturers as covered in the Tire Owner's Guide and Guarantee booklet furnished with your vehicle. However, for the added convenience of owners, many Cadillac dealers are equipped to handle tire warranty adjustments on certain makes of tires provided on 1975 Cadillac cars.

Tire Traction — A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.

Stowaway Spare Tire — The Stowaway Spare tire is designed for emergency purposes only. Continuous use or operation at speeds in excess of 50 mph is not recommended. The Stowaway Spare tire warranty is void if any inflation device containing sealants is used. Approved inflation gases are air, carbon dioxide, nitrogen, and refrigerant 22.

Inflation Instructions with Canister

1. Install deflated Stowaway Spare on car with valve stem at the bottom and tighten all five lug nuts.
2. Remove valve cap and make sure valve core is screwed tight in valve stem using slotted end of valve cap.
3. Remove plastic cap from canister.*

CAUTION: Keep canister out of reach of children as it contains gas under pressure. Keep hands off metal parts of canister during inflation as it becomes extremely cold and can cause frostbite.

4. Place canister over valve stem and push squarely onto stem until gas entering tire can be heard, Fig. 5-12.
5. To ensure complete draining of fluid, hold the canister in position for one minute after sound stops. Then remove canister for disposal in proper receptacle. When first filled or after the car has been standing for a long time (particularly in cold weather) the tire may not appear fully inflated. In this case drive slowly for the first mile; this will increase the pressure in the tire.
6. Replace valve cap.
7. See specific instructions on Page 55 to complete tire change.

NOTE: Inflation pressure should be checked and adjusted to the recommended pressure shown on tire placard as soon as possible after installing tire on car.

*If temperature is below 20°F, canister must be warmed on left hand defroster outlet for 10 minutes to provide adequate tire inflation. Automatic Climate Control should be in "DEF" position with temperature dial set at 85°.

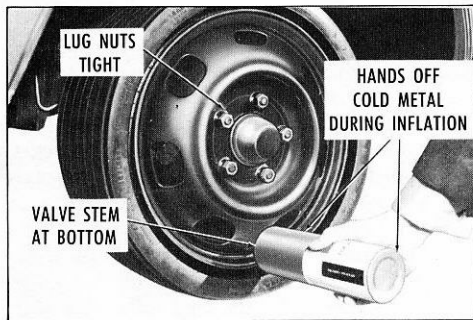


FIG. 5-12: INFLATING STOWAWAY SPARE

Inflation Instructions at a Service Station

1. Mount wheel on car, or place on tire changer with center post lockdown mechanism engaged.
2. If beads have become unseated, lubricate wheel and beads with soapy water or tire mounting lubricant before inflation.
3. To seat beads, inflate tire to a maximum of 35 psi.
4. Adjust inflation to recommended pressure shown on tire placard.

5. On assemblies so equipped, check that dust cover is pressed firmly into unthreaded relief stem before road use.

Deflation Instructions

Remove valve core using slotted end of valve cap.

CAUTION: To avoid personal injury, do not inhale gas.

Flatten tire and replace core and cap. Store tire in trunk compartment.

Tire Replacement — Mounting of the Stowaway Tire on a wheel by other than authorized tire dealers is not recommended. Improper mounting can cause violent bursting of the tire away from the wheel which can result in serious personal injury.

Tire Inflation Canisters are available from Cadillac dealers and tire dealers.
All except Eldorado: use #494941 (25 oz.)
Eldorado: use #494942 (30 oz.)

Hoists-Service Lifting Equipment

The preferred type of hoist for lifting all Cadillac cars is one that engages the front suspension and rear axle, or all four wheels. Avoid contacting underbody components when positioning car over hoist and when raising hoist.

When using lifting equipment that engages the suspension system, the car should be centered over the hoist so that the hoist arms engage the flattened portion of the front suspension lower arms.

If a frame engaging hoist is used, certain precautions must be observed. Do NOT use a frame engaging hoist to raise the Fleetwood Seventy-Five Sedan and Limousine, or the Commercial Chassis.

ELDORADO—If either a frame engaging hoist or drive-on hoist is used for the Eldorado make certain the centerline of the door is behind the centerline of the lift post for proper weight distribution.

Underbody Maintenance

The effects of salt and other corrosive materials used for ice and snow removal and dust control can result in accelerated rusting and deterioration of underbody components such as brake and fuel lines, frame, underbody floor pan, exhaust system, brackets, parking brake

cables, etc. These corrosive effects, however, can be reduced by periodic flushing of the underbody with plain water. In geographic areas having a heavy concentration of such corrosive materials, it is recommended that the complete underbody be inspected and flushed at least once each year, preferably after a winter's exposure. Particular attention

should be given to cleaning out underbody members where dirt and other foreign materials may have collected.

If desired, your Cadillac dealer can perform this service for you. In addition, he can provide recommendations on undercoating materials which will help protect your vehicle from corrosion.



SECTION 6

SPECIFICATIONS, OWNER ASSISTANCE, INDEX GAS STATION INFORMATION

Specifications

Vehicle Identification Number—The Vehicle Identification Number is used in license and insurance applications and in general reference to the automobile. For the owner's convenience this number is located on top of the instrument panel at the lower left hand corner of the windshield, where it is visible from outside the car. See General description and specifications chart in this section for V.I.N. interpretation.

FLUID CAPACITIES

FUEL TANK—all models

Approx. 27 1/2 U.S. Gal. (23 Imp. Gal.)

ENGINE OIL

All except

Eldorado4 U.S. Qts. (3 1/3 Imp. Qts.)

With oil filter

change5 U.S. Qts. (4 1/6 Imp. Qts.)

Eldorado5 U.S. Qts. (4 1/6 Imp. Qts.)

With oil filter

change6 U.S. Qts. (5 Imp. Qts.)

TURBO HYDRA-MATIC TRANSMISSION — with filter change:

All except

Eldorado4 U.S. Qts. (3 1/3 Imp. Qts.)

Eldorado5 U.S. Qts. (4 1/6 Imp. Qts.)

REAR AXLE

All except

Eldorado5 U.S. Pts. (4 1/6 Imp. Pts.)

FINAL DRIVE

Eldorado4 U.S. Pts. (3 1/3 Imp. Pts.)

COOLING SYSTEM CAPACITY

All except "75"

style23 U.S. Qts. (19 1/6 Imp. Qts.)

Fleetwood "75"

style25 3/4 U.S. Qts. (21 1/2 Imp. Qts.)

WASHER FLUID RESERVOIR—2 1/2 Qts. (2 Imp. Qts.)

ENGINE SPECIFICATIONS—ALL

Type of engine90° V-8 overhead valve

Bore and stroke4.300 in. x 4.304 in.

Compression ratio8.5:1

ENGINE BELT TENSIONS

New belts: Generator

(Exc. 145 Amp.)100 lbs.

Other belts & 145 Amp. Gen.170 lbs.

Belts with running time: Gen.

(Exc. 145 Amp.)70 lbs.

Other belts & 145 Amp. Gen.120 lbs.

BATTERY SPECIFICATIONS

Replacement Type

All Exc. Eldorado	Delco R89W
Eldorado	Delco R89S
Cell Caps	Flame Arrestor
Voltage	12
Ground Terminal	Negative
Fluid Specific Gravity @ 80°F	1.250 to 1.280

COOLING SYSTEM

Thermostat

Starts to open	177°F. to 182°F.
Fully open (approximately 7/16")	202°F.
Radiator cap pressure	13.5 to 16.5 psi

WHEELS AND TIRES

Wheel nut torque

All Exc. Eldorado	80-100 Ft. Lb.
Eldorado	100-130 Ft. Lb.
Tire pressures	See chart in Section 5
Stowaway Spare Inflator ..	See Section 5

TUNE-UP SPECIFICATIONS

Engine idle speed 600 rpm in DRIVE range.

RECOMMENDED PARTS

ITEM	USAGE	TYPE AND NUMBER
Spark Plugs	All	AC Type R 45NSX
Air Cleaner Element	All	AC Type 332C
Fuel Filter Element	All Exc. Fuel Inj.	AC Type GF 441
	Fuel Injection	AC Type GF 157
Crankcase Ventilator Filter	All	1498445
P.C.V. Valve	All	AC Type CV 679C
Engine Oil Filter	All	AC Type PF-30
Transmission Filter	All Except Eldorado	AC Type PF-168
Transmission Filter	Eldorado only	AC Type PF-169
Radiator Cap	All	AC Type RC-27
Air Cond. Compr. Belt	With Air Cond.	1/2" x 60 1/2"
A.I.R Air Pump Belt	All California	1/2" x 46 1/2"
Generator Belt	63 Amp.	15/32" x 37"
	80 Amp.	15/32" x 38 1/2"
	145 Amp.	1/2" x 57 1/2"

Ignition Timing B.T.C. @ 600 rpm

or less6°

Dwellnon adjustable

Spark plug gap060"

Fuses and Circuit Breakers

The fuses and circuit breakers in the elec-

trical system are located in the fuse block, Fig. 6-1 (on the left side of firewall under instrument panel), in the wiring harness (in-line), or within a system component (integral).

In addition to the fuses and circuit breakers fusible links are incorporated into the wiring system. These are wires of such a gauge that

they will melt open before damage occurs to an entire wiring harness in the event of an electrical overload. See your Cadillac Dealer if fusible link replacement becomes necessary.

The **headlamp circuits** are protected by a circuit breaker in the light switch. An electrical overload will cause the lamps to go on and off, or in some cases to remain off. If this condition develops, have your wiring circuits checked immediately.

Specifications and locations of fuses, circuit breakers, and bulbs are listed on this page and following pages. Replacement parts must be of the same type and capacity as those listed.

DO NOT use fuses of higher amperage rating than those recommended in the fuse chart.

Turn signal and hazard warning flashers—The turn signal flasher unit (No. 323 flasher) is located on the underside of the steering column lower cover. The hazard warning flasher (No. 552 flasher) is located at the upper left of the fuse block.

FUSE BLOCK COMPONENTS and related circuits

1. Hazard Warning Flasher Location.

2. Fuse — 10 AMP: right door and instrument panel ash tray light, cornering lights, front side marker lights, parking lights.
3. Fuse — 15 AMP: air conditioning, cruise control.
4. Fuse — 25 AMP: back-up lights, electric choke, transmission downshift, blower type rear window de-fogger.
5. Fuse — 5 AMP: oil pressure, generator, brake, coolant temp., seat belt indicator lights; fuel gage.
6. Fuse — 25 AMP: turn signal lamps.
7. Circuit Breaker: convertible top, door locks, engine temp. light, horns, power seat.
8. Fuse — 25 AMP: license light, rear side marker lights, tail lights, instrument lamps.
9. Fuse — 3 AMP: instrument lamps.
10. Circuit Breaker: power windows.
11. Fuse — 25 AMP*: wipers, washer fluid indicator.

*In addition to a fuse, the windshield wiper motor is also protected by a circuit breaker. If the motor overheats, due to overloading

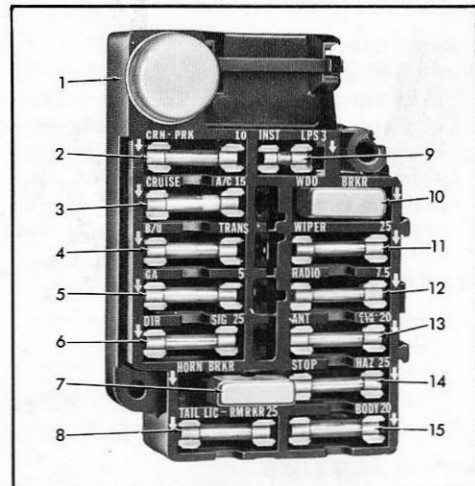


FIG. 6-1: FUSE BLOCK

caused by heavy snow, etc. the wipers will remain stopped until the motor cools.

12. Fuse — 7½ AMP: radio.
13. Fuse — 20 AMP: antenna, seat belt interlock, dash courtesy lamp, clock, dash cigar lighter, glove box light, map light.

14. Fuse — 25 AMP: stop lamps, hazard warning.
15. Fuse — 20 AMP: body cigar lighters, body courtesy lights, reading light, trunk light, vanity mirror light.

Other Circuit Breakers and Fuses

- Headlights Circuit Breaker (integral with headlight switch) — 15 AMP: Twilight sentinel.
- Sunroof Circuit Breaker — under dash.
- Track Master — in-line 4 AMP at fuse block.
- Illuminated Vanity Mirror — 2 AMP fuse behind mirror.
- Rear De-fogger (grid type) — In-line fuse or Circuit Breaker on lower steering column cover reinforcement.
- Theft Deterrent Fuses (2) — 20 AMP in-line above radio.

Ash Tray	1445
Back-Up Lights	1156
Clock	1895
Cornering Lights	1295
Courtesy Lights:	
Instrument Panel	906
Doors	212, 212-1, or 212-2
Rear Quarter	90
Rear Armrest	212, 212-1, or 212-2
Cruise Control Indicators	1445
Door Lock Lamps	558**
Fuel Gage	194
Glove Compartment	1816
Headlights:	
Outer (Low-High Beam)	4652
Inner (High Beam)	4651
Headlight Switch	1816
High Beam Indicator	194
Instrument Panel Cluster	194
License Plate Light	194
Commercial	67
Map Light	562
Marker Lamps-Side:	
Front Eldorado	97A or 97NA
Except Eldorado	194A
Rear Eldorado	168
Except Eldorado	194
Opera Lamp	756

Park and Turn Signal	1157NA
Radio: Dial Light	1895
AM/FM Band, Stereo Radio ...	Special*
Rear Control Indicator	
(Fleetwood Seventy-Five)	250*
Tape Player Dial Lamp	566
Reading Light — Limousine	
Front	90
Reading Lights Brougham & 75 ...	1004
Rear De-Fogger Indicator	194
Stop, Tail and Signal Light	1157
Security System Indicator	1895
Telltale and Warning Lights:	
Fuel Economy, Generator,	
Coolant Temp., Oil Press.,	
Eng. Temp., Brakes,	
Air Cushion, Seat Belts	194
Other Telltale Lights	161
Trunk Compartment	1003
Turn Signal Indicator	194
Vanity Mirror	562
Wiper Switch	161

*Serviceable Only by Radio Technician.

**Located Below Interior Arm Rest Switch Plate.

Bulbs AC-Guide Lamps

LOCATION	BULB NO.
A/C Control	1816
Accessory Switch Lights	1445

General Description and Specifications

STYLE DESCRIPTION	SHIPPING WEIGHT LBS.	WHEEL BASE (INCHES)	LENGTH (INCHES)	HEIGHT (INCHES)	WIDTH (INCHES)	TREAD FRONT	WIDTH REAR	VEHICLE IDENTIFICATION NUMBER	
Fleetwood Sixty Special Brougham	5242	133	233.7	55.3	79.8	63.3	63.3	6 B 69 S 5 Q 100001	
Calais Sedan	5087	130	230.7	54.3				Cadillac	Broadcast Number
Calais Coupe	5003			53.8				Series	Plant
Sedan DeVille	5146			54.3				Body Type	Model - Year
Coupe DeVille	5049			53.8				Engine	
Eldorado Coupe	5108	126.3	224.1	54.1	63.7	63.6	Series	Body Type	
Eldorado Convertible	5167			54.5			B—Brougham 47 Coupe C—Calais 49 Sedan D—DeVille 69 Sedan (Full pillar) L—Eldorado 67 Convertible F—Fleetwood 75 23 75 Sedan Z—Commercial Chassis 33 75 Limousine 90 Comm'l. Chassis		
Fleetwood Seventy-Five Sedan	5720	151.5	252.2	56.8	63.3	63.3			
Fleetwood Seventy-Five Limousine	5862			56.6					
Commercial Chassis	—	157.5	255.2	—	—		65.0	Plant Q—Cadillac Det. E—Linden GMAD	

Owner Assistance

The satisfaction and goodwill of the owners of Cadillac Products are of primary concern to your dealer and the Cadillac Motor Car Division. Normally, any problems that arise in connection with the sales transaction or the operation of your car will be handled by your dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

STEP ONE—Discuss your problem with a member of dealership management. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.

STEP TWO—Contact the Cadillac Zone Office closest to you listed on the following page (or in Canada, contact the General Motors Zone office). When it appears that your problem cannot be readily resolved by the dealership without additional assistance, the matter should be called to the attention of the Zone's Customer Services Department and the following information provided:

- Your name, address, telephone number
- Vehicle Identification Number*
- Dealer's name and location
- Vehicle's delivery date and mileage
- Nature of problem.

STEP THREE — Contact the Customer Services Manager, Cadillac Motor Car Division, Detroit, Michigan 48232, Telephone 825-4600, Area Code 313. (In Canada, contact the Owner Relations Manager, General Motors of Canada Limited, Oshawa, Ontario 416-644-6624). If after an additional review of all facts involved he feels that some further action can be taken, he will so instruct the Zone. In any case, your letter will be acknowledged providing Cadillac's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely will be resolved in the dealership, utilizing the dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of a Cadillac product is greatly appreciated by both your dealer and Cadillac Motor Car Division. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

**Available from vehicle registration, title, or plate attached to left top of instrument panel and visible through the windshield.*

CADILLAC ZONE OFFICE ADDRESSES

When calling for assistance, please ask for the Customer Services Manager.

U.S.A.

ATLANTA 7405 Perimeter Center E. Atlanta, Georgia 30346 393-1810 Area Code 404	DENVER 1780 S. Bellaire St. Denver, Colorado 80222 756-3691 Area Code 303	MINNEAPOLIS 7701 Normandale Road—Edina Minneapolis, Minnesota 55435 835-2350 Area Code 612
BOSTON 220 Boylston Street Chestnut Hill, Mass. 02167 969-6810 Area Code 617	DETROIT 15565 Northland Drive Southfield, Michigan 48075 424-2700 Area Code 313	NEW YORK 690 Kinderkamack Oradell, N.J. 07649 261-7171 Area Code 201
CHICAGO 2021 Spring Road Oak Brook, Illinois 60521 654-6555 Area Code 312	JACKSONVILLE 4019 Woodcock Drive Jacksonville, Florida 32207 396-5971 Area Code 904	PHILADELPHIA Cherry Hill Plaza 1415 Rt. #70, Cherry Hill, N.J. 08034 795-2000 Area Code 609
CINCINNATI 8075 Reading Road, Cincinnati, Ohio 45222 841-5837 Area Code 513	KANSAS CITY 5750 W. 95th St. Overland Park, Kansas 66207 281-6896 Area Code 913	PORTLAND 1500 N.E. Irving St. Portland, Oregon 97232 233-4801 Area Code 503
CLEVELAND 23200 Chagrin Boulevard Beachwood, Ohio 44122 464-8452 Area Code 216	LOS ANGELES 15910 Ventura Blvd. Encino, Calif. 91316 986-7770 Area Code 213	SAN FRANCISCO 2988 Campus Dr. San Mateo, Calif. 94403 574-4411 Area Code 415
DALLAS 1111 Frito-Lay Bldg. Dallas, Texas 75235 357-3851 Area Code 214	MEMPHIS 2701 Union Extended Memphis, Tenn. 38112 324-3621 Area Code 901	WASHINGTON, D.C. Wheaton Plaza Office Bldg. Wheaton, Maryland 20902 949-4570 Area Code 301

CANADA

CALGARY P.O. Box 2510 Calgary, Alberta T2P 2M7 243-4621 Area Code 403	TORONTO 1200 Eglinton Ave. East Toronto, Ontario M3C 1J1 446-5053 Area Code 416
LONDON 1991 Oxford St. E. London, Ontario N6A 4P6 455-2400 Area Code 519	VANCOUVER 900 Terminal Avenue Vancouver, B.C. V6A 2N6 684-9444 Area Code 604
MONCTON 653 St. George St. Moncton, N.B. E1C 8M2 854-1500 Area Code 506	WINNIPEG 1345 Redwood Avenue Winnipeg, Man. R2X 0Y9 633-1080
MONTREAL 5000 Trans-Canada Highway Pointe Claire, Quebec H9R 4R2 697-9160 Area Code 514	MEXICO MEXICO General Motors de Mexico S.A. de C.V. Av. Ejercito Nacional No. 843 Mexico 5, D.F. 545-3921
OTTAWA 875 Belfast Road Ottawa, Ontario K1G 0Z4 237-5051 Area Code 613	HAWAII HONOLULU 1600 Kapiolani Blvd. Suite 714 Honolulu, Hawaii 946-3988
REGINA 581 Park St. Regina, Saskatchewan S4P 3E9 543-2224 Area Code 306	

Available Cadillac Owner's and Service Manuals *

Owner's Manual			Chassis Shop Manual		Fisher Body Manual	
Year	Part Number	Price	Part Number	Price	Part Number	Price
1975	160 6849	\$.50	109 9842**	\$3.00	963 2826	\$4.50
1974	160 3871	.50	109 9747	6.75	963 0983	3.50
1973	160 1470	.50	109 9635	6.75	870 4407	3.50
1972	160 0408	.50	109 9560	6.50	870 5501	3.50
1971	—		109 9513	6.50	870 4198	3.50
1970	—		109 9401	5.00	870 0368	3.25
1969	—		109 9340	5.00	870 0351	3.25
1968	109 9278	.50	109 9277	5.00	—	
1967 Standard	109 9197	.50	{ All 1967		{ All 1967	
1967 Eldorado	109 9198	.50	{ 109 9196	4.50	{ 422 8136	3.00
1966	—		109 9148	3.50	422 6635	2.75
1965	—		—		—	
1964	109 9058	.25	—		—	
1963	—		109 9022	4.00	Part of Chassis Manual	
1962	—		109 8987	3.00	Part of Chassis Manual	
1961	109 8933	.25	109 8935	3.00	Part of Chassis Manual	

**Supplement to 1974 Shop Manual

To order, please submit a list of requested manuals and a check or money order payable to Cadillac Motor Car Division. Mail your request to Cadillac Motor Car Division, 2860 Clark Ave. Detroit, Michigan 48232, Attn: Division Comptroller.

Please allow 30 days for handling and delivery.

Prices applicable to owners in the United States only. Canadian residents should order publications from the Owner Relations Department, General Motors of Canada, Limited, Oshawa, Ontario.

*Publications available at time of editing this manual may be out of stock at a later date.

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NOTE: Refer to the supplementary MAINTENANCE SCHEDULE folder for a complete schedule of the safety, emission control, lubrication and general maintenance required for your vehicle.

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Gas station information Refer to "Service and Maintenance" Section for Further Details.



FIG. 6-2: FUEL FILLER

GAS CAP — Located behind the license plate on all models, Fig. 6-2. Gas cap is removed by unscrewing it (counterclockwise). Install cap by turning it clockwise until it is tight; indicated by clicking sound.

GASOLINE RECOMMENDATIONS — Use only an unleaded gasoline of at least 91 Research Octane; Symbol Number 2. See Fig. 1-1 for the octane number and unleaded

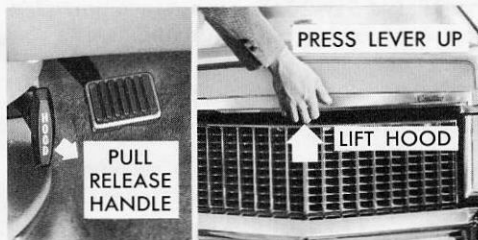


FIG. 6-3: HOOD RELEASES

gasoline symbols used on gasoline station pumps.

HOOD RELEASE — All Cadillacs are equipped with a theft deterrent hood latch system, Fig. 6-3. The release handle is located on the left-hand cowl side trim panel near the parking brake pedal. Open the hood as follows:

- Pull the anti-theft hood release handle until the hood unlatches. A secondary latch is designed to prevent it from opening further.

- The secondary latch lever is located under the front center of hood. Insert hand between the hood and grille center, press lever up to release secondary latch, and lift hood.

To close hood:

- Check underhood to make certain filler caps are in place and loose items have been removed.
- Pull hood down until it is about 15 inches above grille. Close hood firmly so that it latches securely.

ENGINE OIL DIPSTICK Located on left side of engine block. Check oil level as the last operation in a fuel stop. Maintain between "ADD" and "FULL" marks on dipstick.

ENGINE OIL RECOMMENDATION — Use only high quality SE oils. The Engine Oil Viscosity Chart, Fig. 6-4, will serve as a guide for selecting proper oil viscosity.

Gas station information (Cont'd.)

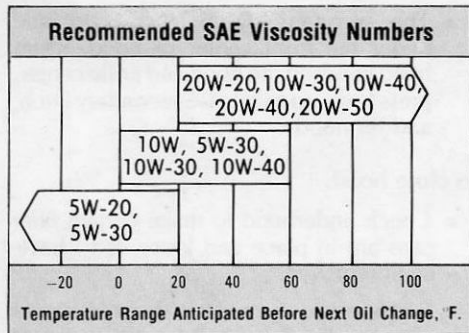


FIG. 6-4: ENGINE OIL VISCOSITY CHART

NOTE: SAE 5W-20 oils are not recommended for sustained high-speed driving.

SAE 30 oils may be used at temperatures above 40°F.

SAE 5W-30 viscosity oil is recommended for all seasons in vehicles operated in Canada.

TIRE INFLATION PRESSURES — Check at least monthly. Keep inflated to pressures shown on tire placard affixed inside glove compartment door of your vehicle.

WINDSHIELD WASHER — Check reservoir fluid level regularly. Use a washer fluid, such as GM Optikleen.

BATTERY — Check fluid level monthly (two week intervals in warm weather). Add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

COOLANT — Visually check level in coolant recovery tank. Add a 50/50 mixture of high quality ethylene glycol antifreeze and water to the recovery tank as required.